// INTERVIEWS WITH: TREY CANARD // MAX ANSTIE // BERCY SUPERCROSS // PREMIERE ISSUE //

MOTOCROSS ILLUSTRATED

ISSUE #1
Premiere Edition

SEEING RED
Trey Canard moves on up to 450s

GROWING UP
Jeffrey Herlings set for 2011

SICILIAN GIANT
Antonio Cairoli's Supercross Challenge

ISSUE #1 – JANUARY 2011
WWW.MOTOCROSSILLUSTRATED.COM

- DEFCON / RACE BLUE
- TROOPER 2 / FLASHLIGHT BLUE
- ARMADA GLOVE / BLUE

- DEFCON / DISTORTION
- TROOPER 2 / CUSTOM WHITE
- ZERO GLOVE / WHITE

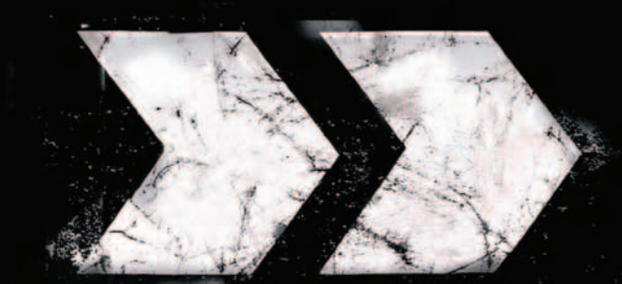
- DEFCON / QUASAR RED
- TROOPER 2 / FLASHLIGHT RED
- ZERO GLOVE / QUASAR RED BLACK

PICK ONE

- DEFCON / RACE RED
- TROOPER 2 / FLASHLIGHT RED
- ZERO GLOVE / RED

- DEFCON / QUASAR YELLOW
- TROOPER 2 / QUASAR YELLOW
- ZERO GLOVE / QUASAR YELLOW

- DEFCON / TROPIC THUNDER
- TROOPER 2 / TROPIC THUNDER
- ARMADA GLOVE / TROPIC THUNDER



INFORMATION 2011

Defcon Racewear

Every aspect of the Defcon line has been scrutinized to the finest detail. It has been developed with countless hours on the track, and constant rider input. The line incorporates the most technologically advanced knee patterns, and spares no expense in utilizing the finest materials available to keep you cool, comfortable and focused on the checkered flag.

DEFCON
ONE INDUSTRIES ADVANCED MOTO UNIT

- P +44 (0) 1404 549 696
- F: +44 (0) 1404 549 697

INFORMATION 2011

oneindustrieseurope.com

CE Approved

Personal Protective Equipment directive 89/686/eec

www.leatt-brace.com

A portion of the sale of every Leatt-Brace® worldwide is donated to the Wings for Life Spinal Cord Research Foundation. www.wingsforlife.com

There is one with your name on it

Wearing a Leatt-Brace® helps give these riders the confidence to push the limits of their sport. Imagine what it can do for you.

LEATT™

Engineered for Performance

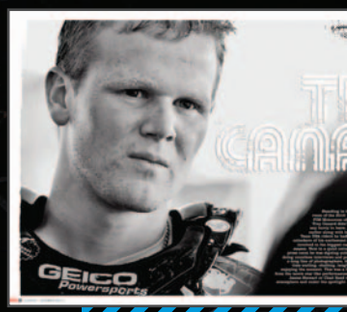
© Leatt Corporation 2010

MOTOCROSS ILLUSTRATED.COM

Cover: Ken Roczen, whip it good! Something about him changes teams, great shot, had to run it!
Photo: Ray Archer

Contents: Bercy Supercross, Paris. Europe's premiere Supercross event that attracts riders from all over the world.
Photo: Ray Archer

Features



16 Antonio Cairoli Interview

28 Trey Canard Interv

Contents

10 Gallery#01.1
12 Gallery#01.2
24 Geoff Meyer Column
36 David Bulmer Column
40 Gallery#01.3
42 Gallery#01.4
44 Gallery#01.5
54 Tinus Nel Column
56 Gallery#01.6
58 Gallery#01.7
76 Alex Gobert Column
80 Steve Dixon Column
84 Gallery#01.8
86 Gallery#01.9
90 Faces

MOTOCROSS ILLUSTRATED
EDITOR/FOUNDER: Geoff Meyer « meyer716@planet.nl
DESIGNER: Ian Roxburgh « ian@Design147.co.uk
PHOTOGRAPHERS: Ray Archer, Massimo Zanzani, Steve Cox, Ian Roxburgh
CONTRIBUTORS: Alex Gobert, Tinus Nel, Steve Dixon, Dave Bulmer
ADVERTISING: Geoff Meyer
ADDRESS: Nijmeegstraat 59, Gendt, 6691CM, Netherlands
PHONE: 31 481 420260
EMAIL: meyer716@planet.nl
www.mxlarge.com

SPECIAL THANKS:
One Industries, FOX Racing, Youthstream, Leatt, KTM, AXO, Honda, DEP Pipes, Alpinestars, Racespec, Maxxis British Championship, USWE, Red Bull Pro Nationals
PUBLISHED BY: Geoff Meyer, www.mxlarge.com

© Copyright Meyer Publishing 2010. All rights reserved.
Reproduction of any part of Motocross Illustrated is prohibited without the express permission of Meyer Publishing.

iew

46 Jeffrey Herlings Interview

62 Max Anstie Interview

70 Bercy Supercross

GET READY

Red
PRO NA

FUCHS Silkolene
2 STROKE
MOTOCROSS CHAMPIONSHIP

2011 DATES

ROUND 1 – 2nd & 3rd April - FatCat MotoParc R
ROUND 3 – 11th & 12th June – Whitby ROU
ROUND 5 – 27th & 28th August – Hawkstone Park ROUND 6
ROUND 7 – 17th & 18th Sep

For race entries and memberships plea

FUCHS Silkolene PIRELLI

Sanctioned by:
MCFEDERATION

even

www.redbullpro

FOR 2011!

Red Bull ELITE YOUTH CUP

& VENUES

ROUND 2 – 7th & 8th May – Landrake Moto Park
ND 4 – 30th & 31st July – Canada Heights
– 3rd & 4th September – Desertmartin, Northern Ireland
ptember – Wakes Colne

se contact Claire Tye on: 01865 343666

SUZUKI

nts22
onationals.com

GALLERY #01.1

MX1 START

The most exciting part of any race is the first 200 metres. With a beautifully prepared circuit the best in the World go about ripping it up. Here left to right are Antonio Cairoli, David Philippaerts, Ken De Dycker, Evgeny Bobryshev, Max Nagl and Steve Ramon

PHOTO: RAY ARCHER

KTM
KTM
KTM
77
2
11
SUZUKI
MOTOCROSS
KORPION BAY
KOPROIN

RedBull
WP
RACETECH
ATHENA
IPONE

GALLERY #01.2

MUSQUIN BERCY

World MX2 Champion Marvin Musquin of the Red Bull KTM Factory team looked comfortable at the Bercy Supercross until he landed over a jump and caught his foot. A damaged knee leaves the Frenchman sitting out the AMA Supercross. Get well soon MM

PHOTO: RAY ARCHER

RACE SPEC

Market leaders in mail order off-road parts and accessories

Get on board

WORLDWIDE
EXPRESS

Celebrating 20 successful years
1990 – 2010

visit

www.racespec.co.uk

where customer service matters

COME AND SEE US AT INTERNATIONAL DIRT BIKE SHOW 2010 WWW.DIRTBIKESHOW.CO.UK

Antonio Cairoli interview

THE SICILIAN

It's hard to tell where Antonio Cairoli will end up in the history books of World Motocross. After just seven years on the World scene he has four FIM World Motocross Championships and is the favourite to win the 2011 World MX1 Championship. If he can add 2011 to his other four titles he will be equal to four Belgian legends in Eric Geboers, Roger De Coster, Georges Jobe and Joel Smets. Not bad company for a kid from Sicily who only a handful of years ago was struggling to get a podium.

AIROLI

Words by Geoff Meyer > Photos by Ray Archer

Cairoli is the total professional. Always looking for the best way to promote the sport of Motocross and always looking to give his much adoring fans what they desire. He hates losing, yet never takes too many risks. Injury did rob him of winning the 2008 World MX2 Championship, and his 2006 loss to Christophe Pourcel (losing the title by a handful of points) still disappoints him.

A riding style that resembles a ballet dancer as he slips and slides his way around the toughest Motocross circuits in the World (Lommel and Lierop) gives you the opinion he could win in any form of the sport, be it World Motocross or World Supercross.

The month of November though did put a dampener on his challenge to the American scene. At the Genoa Supercross and Bercy Supercross he looked anything but comfortable. Not riding on the edge, just taking his time to learn. A quick trip to America in the coming months and we might see the Sicilian lining up at the biggest Supercross race in the World Anaheim I. Only time will tell if he can become the first Italian to impress the yanks, or if he will return to Europe and concentrate on the World Motocross Championships, just as Stefan Everts did nearly 20 years ago.

We decided to ask Cairoli about his childhood, his progress to the World scene and that all important showdown with Supercross in America.

Antonio Cairoli interview

THE SICILIAN

Motocross Illustrated: What type of boy were you growing up?
Cairoli: I was a normal kid; I was not getting into trouble. I liked school, I didn't like too much the study, but I liked school, I always sat at the back of the class talking. I liked for sure when it was lunch time.

Motocross Illustrated: What type of area did you grow up in Sicily?
Cairoli: Where I lived was a normal area, but it wasn't really a pure area around where I lived. Some places their families had a house but not a real house if you know what I mean (Shanty houses). When I was a kid I liked to play with friends so much, every day there were kids at my house. We played soccer and we also on our push bikes, sort of like BMX.

Motocross Illustrated: Where do you live? How many homes do you have?
Cairoli: I have two houses and a few apartments that I rent to people. That is good you need to have, you have to put your money somewhere. Unfortunately I don't have much time at the moment to stay in my home. I am always in Belgium, or Italy, or Sicily, so it's strange to be at one of my homes. My favorite is in Rome, it's an apartment there and it's really nice, almost in the centre of Rome. I like the busy streets and many people around.

Motocross Illustrated: When did you get your first motorcycle?
Cairoli: My first bike was when I was four years old. I got an italjet 50cc for my birthday. My father took me to the bike shop and the bike was there, that was really nice. I was at my parent's house and I just liked to ride, I rode every day for two years, every single day.

Motocross Illustrated: How did you get into motorcycles?
Cairoli: My cousin was riding and he was 10 years older than me. My father was always watching and he really loves motorbikes. My father build a track in front of our house for me to ride, so it was very easy for me to ride as much as I wanted.

Motocross Illustrated: When did you start racing?
Cairoli: I started racing when I was at the good age, I was six years old. I had a Maragudi bike, it's an Italian bike. It was really not a professional bike, and when you are six there wasn't a bike to ride. It broke all the time.

Motocross Illustrated: How did you feel in those early years, did you race to win also back then?
Cairoli: I was okay when I started, no fast, but top three in the season, always on the podium. I remember until I was 80cc I never thought about being World Champion, but then I started racing 85cc in the Italian Championship and I started thinking more about racing in the World Championship.

Motocross Illustrated: I remember James Dobb telling me back in 2004 that he saw you racing on your 80cc bike and he said you would win many World titles. Do you remember when that might have been?
Cairoli: We used to have a trophy race that went together with the Motocross Grand Prix's. It was amazing to ride on the same track as the Grand Prix riders. I remember looking for Claudio Federici, because he rode for the De Carli team and he was one of the top guys and he was also riding for the team I wanted to ride for in the future.

Motocross Illustrated: I often think about that Grand Prix of Valkenswaard back in 2004 when you were still rather unknown and you smoked both Ben Townley and Tyla Rattray out of the start. That was really an amazing day for you or not?
Cairoli: I think it was a good battle for me, one of my best races with Ben Townley and Tyla Rattray. 2004 I got many holeshots, which was my strong point. At that point I wasn't that fast and my preparation wasn't that good, but I was really learning and it was my first year. I got good starts all the time, but I always went back to sixth of seventh. I also liked that race because it was sand and I always liked sand. I had good memories of that race.

Motocross Illustrated: Ben Townley will be coming back to race in the FIM World Motocross Championships in 2011. What do you think of that?
Cairoli: I think it's nice for the Grand Prix's to have him back; he is one of the best guys in the World. He is really fast and he is also a nice guy and there are a lot of guys who will be fast. It will be important for me to be concentrated and not just worry about one guy, just do my own thing.

Motocross Illustrated: Does it worry you or make you nervous that Ben is coming back?
Cairoli: I won't be scared or worried. I am happy there will be another guy. This year when I was not winning Desalle was often winning, for me its better if I am not winning that it isn't just Desalle winning, but maybe also Townley, or Philippaerts or Nagl. Its better that there are not just two people winning, better for the Championship.

Motocross Illustrated: After running in Bercy and Genoa how do you feel about your Supercross progress?
Cairoli: Sometimes I had fun and sometimes less fun, but it's coming better. For sure I don't feel satisfied from Genoa and Bercy on the first nights, but I couldn't expect more as I hadn't had much preparation for these races. We had a lot of bad weather and it didn't give me the chance to prepare as I would have liked. All the guys who raced Supercross in these races they have much more experience than me. I mean its dangerous trying to race with those guys when you don't have the right preparation or experience. It's easy to get injured and it's important for me to stay away from injuries.

Motocross Illustrated: After running in Bercy and Genoa how do you feel about your Supercross progress?

Carroli: Sometimes I had fun and sometimes less fun, but it's coming better. For sure I don't feel satisfied from Genoa and Bercy on the first nights, but I couldn't expect more as I haven't had much preparation for these races. We had a lot of bad weather and it didn't give me the chance to prepare as I would have liked. All the guys who raced Supercross in these races they have much more experience than me. I mean it's dangerous trying to race with those guys when you don't have the right preparation or experience. It's easy to get injured and it's important for me to stay away from injuries.

Antonio Caironi interview

THE SICILIAN

Motocross Illustrated: Watching you around Bercy you didn't look that comfortable, yet around a really rough and bumpy Motocross circuit like Lierop and Lommel you look totally in control. What is the difference?

Caironi: For sure my technical skills are good and I feel confident on the difficult tracks, technically I don't miss that, but you miss the speed in the whoops and sometimes the pace is really frantic. Riding on the top of the whoops in Bercy was difficult and I need more time to prepare for racing Supercross.

Motocross Illustrated: So racing in the FIM World Supercross Championship is still in the plans?

Caironi: For sure I still want to go to America and do some races; it's been my dream since I was a young boy. We will see if I am ready when I am there, if I am ready I race and if I am not then we will see. I train with the other guys like Short and the others from KTM and then I can see if I am near their pace. I want to race and I want to have fun. That I don't know, when I am ready, and then I decide, I decide when I am there.

Motocross Illustrated: To me is seems that the FIM World Motocross Championship tracks are getting rougher and more technical. What is your opinion?

Caironi: I think the Grand Prix tracks, a few are really nice, a few have too many jumps, also before the corners I don't like those little jumps. Most of the time the best line is on the outside of those little jumps, so it doesn't always make two lines. If there was no little jump then you have a spot to pass. I really like Lierop, it was one of my favorite tracks, but there is also Lommel, and Latvia is nice, perfect jumps and nice design, it's a perfect track for me. I also like medium sand like Mantova.

Motocross Illustrated: You seem to have a good relationship with your partner Jill. How important is that and how is your relationship with your parents?

Caironi: Jill is very important for me; to have people like Jill next to you it's really nice. People want you and it's nice that somebody makes a plan and supports you all the time. Jill helps me a lot in those types of things. For sure, I have a nice relationship with my parents, they are important for me and they helped me a lot, I have a good relationship with my family.

Motocross Illustrated: What happened at the Red Bull Motocross of Nations?

Caironi: The Motocross of Nations I wasn't prepared for that race. After Brazil I gave up with training, the championship was done and my motivation was gone. After Fermo when the Italian Federation told me that I was doing the MXoN I was happy to go, but I also knew that it wasn't going to be what I might have hoped. I knew I wasn't prepared for that race. After one week I needed to head to America and I didn't have time. I was planning on not going because our federation didn't pick me. Then I went there and I was satisfied with the result, because being so close to Ryan (Dungey) was good for me and for sure if I was fit, I mean usually the last 10 minutes are my best minutes in a race. The last 10 minutes in Colorado I was really tired.

Motocross Illustrated: On that big jump you cased many times, that seemed to give you a lot of problems that was in the end where you lost a lot of time.

Caironi: I think that kind of track you need to ride a lot and have a good view of the track, that jump was really big and long and there was only one place before that jump that I could pass him. Then sometimes I was on the wrong line in the jump and cased it and then I cased really hard and hurt my wrist then he got away like three second and it was difficult to pull that back in. I was also really tired.

Motocross Illustrated: Winning four World Championships in six years is pretty impressive, not too many riders have done that in the history of the sport.

Caironi: For sure it's really a big thing, but I am not thinking about winning four, I am more disappointed to not win six in six years. Losing when you know you strong and you lose two titles. In 2006 I lost by just a handful of points and I had two or three zero scores, so that year was a big disappointment for me. If I had finished with top ten instead of one of those zero's I would have been World Champion.

Motocross Illustrated: Starting 2008 on the MX1 bike in the pre-season races, was that a mistake?

Caironi: No it's wasn't a mistake, my plan was after South Africa I was only 11 points behind Tyla and we had 11 races to do and six Grand Prix, so everything was possible, but that's Motocross.

Motocross Illustrated: Good luck in you quest to race Anaheim I and I hope you enjoy it.

Caironi: Thanks, if I race I will enjoy it. «

Motocross Illustrated: What happened at the Red Bull Motocross of Nations?

Cairoli: The Motocross of Nations I wasn't prepared for that race. After Brazil I gave up with training, the championship was done and my motivation was gone. After Fermo when the Italian Federation told me that I was doing the MXoN I was happy to go, but I also knew that it wasn't going to be what I might have hoped. I knew I wasn't prepared for that race. After one week I needed to head to America and I didn't have time. I was planning on not going because our federation didn't pick me. Then I went there and I was satisfied with the result, because being so close to Ryan (Dungey) was good for me and for sure if I was fit. I mean usually the last 10 minutes are my best minutes on a race. The last 10 minutes in Colorado I was really tired.

KTM
WORLD CHAMPIONS
2010
125 85 65
JORDI TIXIER
HENRY JACOBI
JAKE PINHANCOS
KTM ADVENTURE TOURS
KTM POWERPARTS
KTM POWERWEAR

Are you „Ready to Race"? »
KTM.COM/MX
KTM
WORLD CHAMPIONS
2010
MX1 MX2 WMX
TONY CAIROLI
MARVIN MUSQUIN
STEFFI LAIER
KTM

Childhood

When you are a child everything seems so much more impressive than it actually might be in reality. Doesn't matter what it is be it, maybe a crush on a girl, a second hand motorcycle, holidays with the family, or your first impression of a sporting event.

When I was a small boy my father was one of the leading photographers in Motorcycle racing in Australia. Every weekend we would climb into his Valiant station-wagon and head off to a race. Sometimes it was Speedway, sometimes Road Racing and sometimes Motocross. We could drive for hours, covering thousands of miles/kilometers.

I can't even remember my first motorcycle event, but it must have been in the mid 1960s when I was four or five years old. Saturday night was always Speedway night as we attended the Sydney Showground Speedway. Held in one of Sydney's best sporting facilities it was a young boys dream. Arriving in the early part of the afternoon and watching practice and then being given a stack of Speedway magazines to sell (my father always had a way to make money, even from his bright eyed kids). Some of the best years of my life were spent at the Sydney Showground and when it was ripped down in the 1990's to make way for a Movie complex my heart broke.

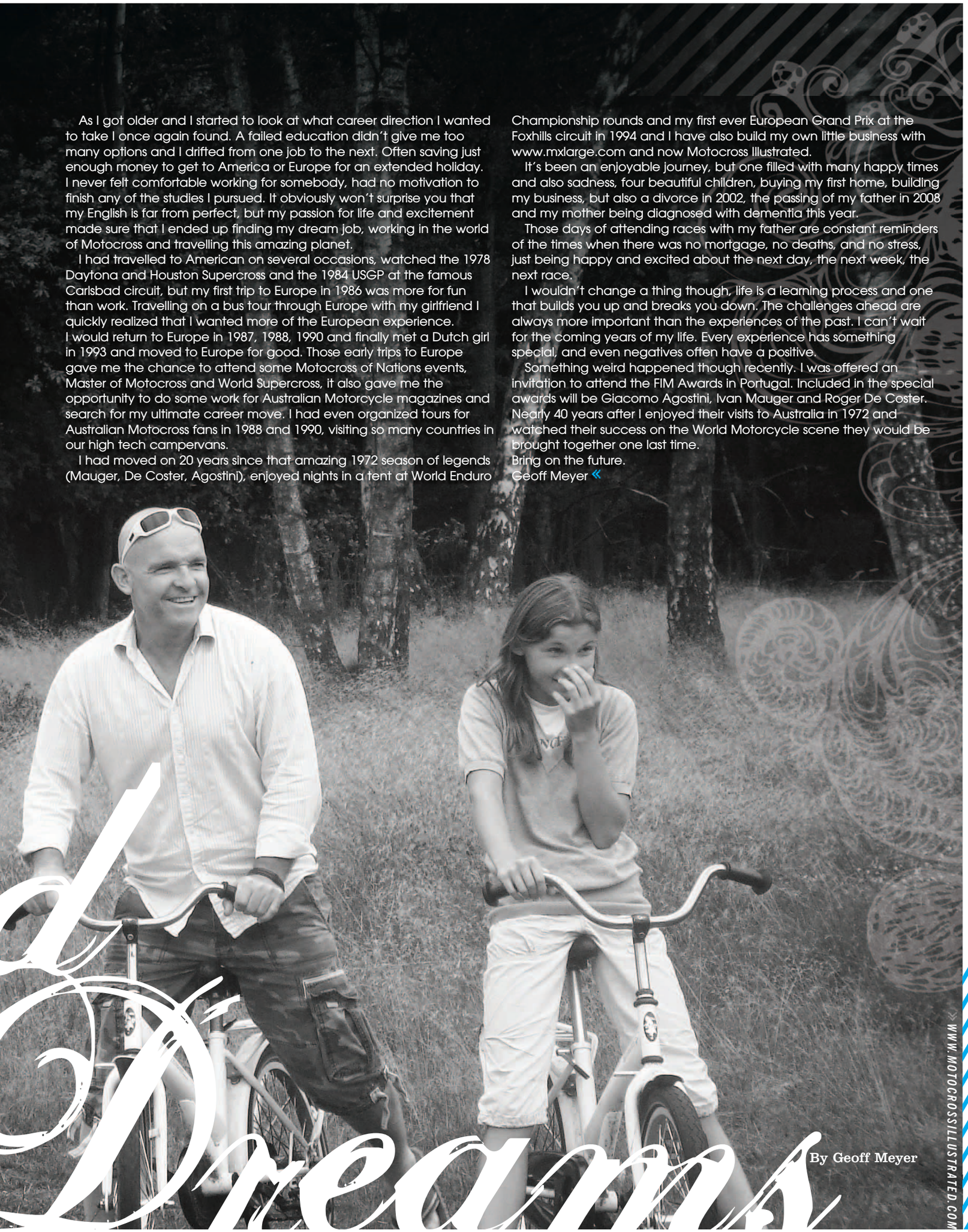
For many reasons 1972 was a highlight year for me. My father took his first overseas trip, heading to England to cover the World Speedway Championship at the famous Wembley Stadium, and also attend some major Road Racing events at Mallory Park in England and Paul Ricard in France. It was also a year I was introduced to Motocross for the first time.

It is still an image I have in my head, Roger De Coster in the peak of his career, his long hair, his friendly smile and circles by beautiful ladies. A select group of FIM World Motocross Championship riders had been invited to race a handful of races in Australia. Roger De Coster, Joel Robert, Bengt Aberg and so many more came and totally dominated the Aussies. It wasn't so much the speed of the Europeans, but more the elegance of De Coster, he had an aura about him and it was hard not to be impressed.

A few months earlier at the same racing circuit Giacomo Agostini had ridden his MV Agusta around the Road Racing facility and, another of the great champions of the 1970's and not unlike De Coster a man with huge appeal to the ladies and youngster aspiring to one day be a Motorcycle racer.

To make it a perfect year for me my biggest hero of that era Ivan Mauger won his fourth World Speedway Championship. It was that same event my father had attended at Wembley Stadium and when he arrived home with stories of the trip I sat listening to his every word. His suitcase was full of gifts for his five kids, it was a moment I will never forget and a moment I told myself one day I will also travel the World and try and achieve the same amount of pleasure from my work as my father had felt.

As the 1970's turned into the 1980's I had stopped going to the races as much, I had found ladies and pubs much more interesting and the last thing I was interested in doing was sitting watching riders going around in circles all night long.



Dreams

By Geoff Meyer

As I got older and I started to look at what career direction I wanted to take I once again found. A failed education didn't give me too many options and I drifted from one job to the next. Often saving just enough money to get to America or Europe for an extended holiday. I never felt comfortable working for somebody, had no motivation to finish any of the studies I pursued. It obviously won't surprise you that my English is far from perfect, but my passion for life and excitement made sure that I ended up finding my dream job, working in the world of Motocross and travelling this amazing planet.

I had travelled to American on several occasions, watched the 1978 Daytona and Houston Supercross and the 1984 USGP at the famous Carlsbad circuit, but my first trip to Europe in 1986 was more for fun than work. Travelling on a bus tour through Europe with my girlfriend I quickly realized that I wanted more of the European experience. I would return to Europe in 1987, 1988, 1990 and finally met a Dutch girl in 1993 and moved to Europe for good. Those early trips to Europe gave me the chance to attend some Motocross of Nations events, Master of Motocross and World Supercross, it also gave me the opportunity to do some work for Australian Motorcycle magazines and search for my ultimate career move. I had even organized tours for Australian Motocross fans in 1988 and 1990, visiting so many countries in our high tech campervans.

I had moved on 20 years since that amazing 1972 season of legends (Mauger, De Coster, Agostini), enjoyed nights in a tent at World Enduro Championship rounds and my first ever European Grand Prix at the Foxhills circuit in 1994 and I have also build my own little business with www.mxlarge.com and now Motocross Illustrated.

It's been an enjoyable journey, but one filled with many happy times and also sadness, four beautiful children, buying my first home, building my business, but also a divorce in 2002, the passing of my father in 2008 and my mother being diagnosed with dementia this year.

Those days of attending races with my father are constant reminders of the times when there was no mortgage, no deaths, and no stress, just being happy and excited about the next day, the next week, the next race.

I wouldn't change a thing though, life is a learning process and one that builds you up and breaks you down. The challenges ahead are always more important than the experiences of the past. I can't wait for the coming years of my life. Every experience has something special, and even negatives often have a positive.

Something weird happened though recently. I was offered an invitation to attend the FIM Awards in Portugal. Included in the special awards will be Giacomo Agostini, Ivan Mauger and Roger De Coster. Nearly 40 years after I enjoyed their visits to Australia in 1972 and watched their success on the World Motorcycle scene they would be brought together one last time.

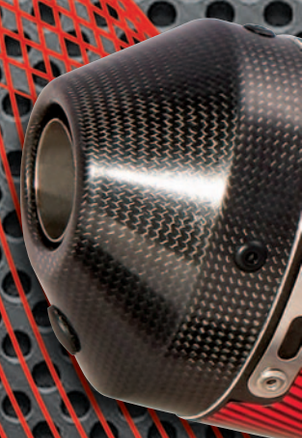
Bring on the future.

Geoff Meyer «

DEP PIPES

PERFORMANCE ENHANCING PRODUCTS

2 STROKE



2 & 4 STROKE SYSTEMS FROM DEP

MANUFACTURER:
DEP PIPES TEL: **+44 (0)1622 765353**
WEBSITE: **WWW.DEPPIPES.COM**

UK DISTRIBUTOR:
CI SPORT TEL: **+44 (0)1372 378000**
WEBSITE: **WWW.CISPORT.CO.UK**

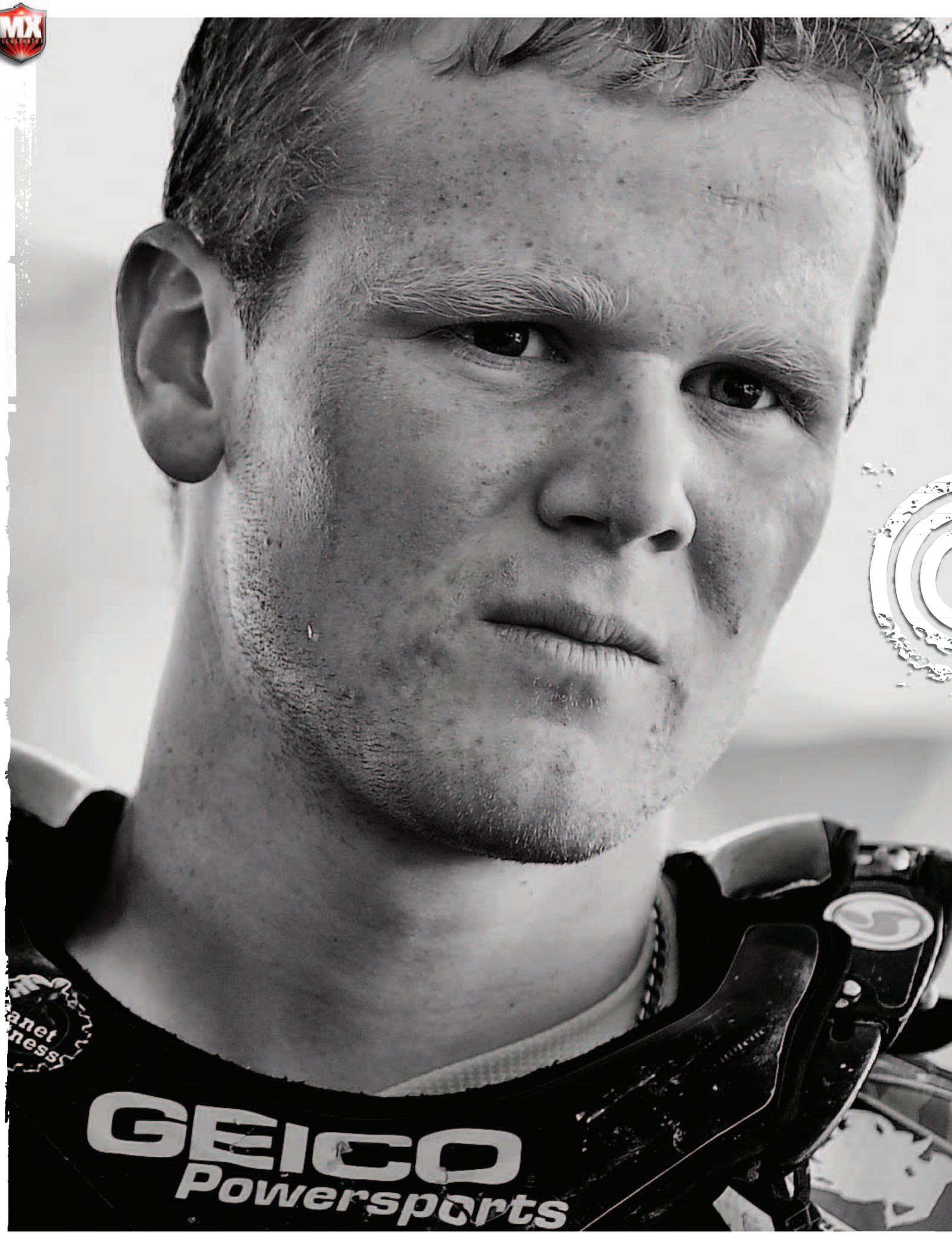
//Q INSERT WITH EVERY 4 STROKE PIPE

2011

DEP PIPES
FULL 2011 RANGE NOW AVAILABLE

YOSHIMURA

DEP PIPES


GEICO
Powersports

Trey Canard

The Nice Guy

Standing in the press room of the 2010 Red Bull FIM Motocross of Nations Trey Canard didn't look in any hurry to leave. Minutes earlier along with his fellow Team USA riders he had told the onlookers of his excitement of being involved in the biggest race of the season. Now in a quiet corner of the press room he was signing autographs, doing countless interviews and posing for a long line of photographers, the whole time smiling, chatting, laughing and enjoying the moment. This was a long way from the movie star like performances of riders like Ricky Carmichael, James Stewart or Chad Reed who grew up in a totally different atmosphere and under the spotlight of the whole Motorcycling World.

Words: Geoff Meyer
All photos: Steve Cox

TREY CANARD THE NICE GUY

The redheaded Canard is just a down to earth guy, no security circling his every move, no man friends, or media agent, no managers, just this family and friends who have known him his whole life.

Canard's good mate Jimmy Albertson watched from the sidelines maybe wondering when his day in the sun might arrive. The two have known each other for years; they trained together and have shared the highs and lows in the toughest sport in the World.

For Canard this would the highest moment in his short career, a professional career that started in 2008. His rookie year brought him an East Coast Supercross title and in just 36 months his world has change dramatically. Even in tough times of economical despair when riders are struggling to find teams and money the rider from Elk City, Oklahoma is riding the crest of a wave that might take him to the 2011 AMA Supercross or Motocross title.

When I asked Canard how he would like people to remember him he told how he wants to be seen as an all-round grounded guy and coming from a religious family where Sunday morning Church is a regular event this 20 year old knows the meaning of the word humble.

Losing his father in an accident at his practice track when Canard was just 13 years old could have broken him, but Canard isn't a quitter, instead he put his head down and worked even harder and when he finally did stand on top of the podium at the end of that 2008 East Coast Supercross Championship he remembered the man who had put so much into his career and life, in an emotional moment he dedicated the title win to his father.

Two years have passed and a couple of serious injures had slowed down the progress, but nothing had taken his desire to win another Championship and in 2010 that is just what happened.

2010 – Shocking The World

If somebody had told me in early May of this year that Canard would have beaten Christophe Pourcel to win the 2010 AMA Lites Motocross Championship I wouldn't have believed them, in fact I would have considered the person anything but intelligent.

I spent the early part of 2010 doing a lot of talking with former Grand Prix rider Jimmy Albertson. Jimmy and I hit it off pretty quickly and I would often drop by the Martin Honda team to say hello and ask how he was doing.

One of the topics Albertson loved to talk about was his good friend Trey Canard. Now Canard had won the East Coast Supercross series in 2008 and had shown some good results in the 450cc Supercross class at the start of the 2010 season, but I felt as though Albertson was a little bias as Canard was his mate.

Jimmy would tell me "Geoff, Canard is fast man, he is one of the best in that Lites class, you watch him if he starts to win he will be hard to beat."

While I would come back with "Pourcel is possibly the best rider in the World at the moment, he will cruise to that AMA Lite Championship."

When Canard finished seventh in the opening round of the series he looked like he was lucky to be a top ten guy, but he slowly turned it around, pacing it with series favorite Pourcel before totally dominating him in the later rounds.

As it turned out Albertsons good friend shocked the World with a run to that AMA Lites Championship that will possibly go down as one of the great comebacks in the history of the sport.

Since adding the 2010 AMA Lites Motocross Championship to his name Canard went after the Red Bull FIM Motocross of Nations with fellow AMA Champion Ryan Dungey and another nice guy Andrew Short. Team USA won in front of their countrymen and ending his season on a high, a season that nobody could have ever imagines would happen.

2010 proved to be that breakthrough year for Canard and despite a broken femur in 2008 and a broken wrist injury in 2009 (an injury that had kept him out of racing for seven months) he proved to the World that he is one of the best Motocross riders in the World.

FOX
GEICO
HONDA
planet fitness
Raptor
Connection
DUNLOP
AMSOIL

TREY CANARD THE NICE GUY

"It was a tough year in 2009 injury-wise, but I was ready to tackle the 2010 competition. I had won races and titles with the GEICO team for a number of years, and with the added bonus of having the new race bike, plus the experience Mike LaRocco brings to guiding the team this year I was confident of being back on that podium."

"The wrist was good at the start of the season; my doctor in Oklahoma City helped me out with it and it is 100%. I've got full motion with it and it's not a problem now. I'm just thankful the process went well and I'm back out here racing."

"At the start of the 2010 season I had a feeling I could win, I felt confident and even with the time off from my injury I knew I had the speed? I mean I didn't start how I would have liked. The first moto at Hangtown was heartbreak for me I was 7th and then I overheated at Texas but when we got to Colorado I got a second place and Red Bud I won and then won the next four and then finished third in Southwick, and the last round in Pala was obviously a highlight. It was a crazy season, I was so happy to finish the way I did. The team and the bike were awesome."

What makes Canard an even stronger competitor is the bond with his family and team. Nothing makes a human more content than having the right people around. You won't find a yes man in the inner circle of the Canard camp.

"My family are behind me more than anyone, my brothers, and my mom, everyone who has helped me out. Plus the whole GEICO Powersports Honda team; we really are kind of a family, too. It works out so well with those guys, and I can't thank them enough. They have been behind me from day one. I could not ask for a better family. I have a faith and I still go to church, as a small boy it was something we did all the time and I still believe in that. I think that has a lot to do with the way I am as a person."

One of the moments in the 2010 season that stood out as something a little special was when Canard climbed the podium and told his fellow countrymen to stop booing rival Christophe Pourcel. In that one moment, a moment when he had thought of somebody else his own character was looked at, and once again the kid from Oklahoma's fan base grew.

"I wasn't trying to score points, I didn't want people acceptance. I didn't like the way people were treating Christophe (Pourcel) and I could see the work he was putting in and for people to disrespect that was a big disappointment for me, it was embarrassing to stand on the podium and listen to my countrymen booing him. I had to say something, and I didn't do that to gain friends, I did that because I was embarrassed."

As for his rivalry with the Frenchman, it was something that probably improved his own speed and also showed the World that Canard was the real deal.

"He was a tough competitor for sure. He knew the good lines to take; his style was so nice to watch. We had some really good races together and I think I made a friend out of Christophe this season. We have respect for each other and I really hope he can find something and we can race again together like we did in 2010."

Of course one of the biggest challenges in his young career comes in 2011 when he will come up against a long list of former and present AMA Champions. If winning the 2010 AMA Lites Championship was a shock then winning the 2011 AMA Supercross or Motocross Championship would be unthinkable.

"The Supercross/Motocross class is just packed with riders who can win. I mean you name ten guys who can win, guys like Stewart, Reed, Dungey, Villopoto, Windham, maybe Pourcel, and it's going to be a tough year I know that for sure. I think Stewart and Reed will really want to continue like they had it before they got injured, but it isn't going to be easy."

As for that personality that everyone seemed to fall in love with in 2010, it isn't something Canard has worked on, but it is something he feels comfortable with.

"I want to be accessible to the people, I don't want to hide nor have security stopping people from saying hello. I know riders like RC, Stewart and Reed had a lot of interest and they were put into the role of movie stars, that isn't a roll I want to be in. It seems with guys like Ryan (Dungey) and me that might have changed a little, I hope so."

As for the World of Grand Prix Motocross, Canard has followed the series in 2010 and will continue to look forward to racing against the likes of Antonio Cairoli, Ken Roczen and Marvin Musquin.

"I tried to follow as much as possible when Jimmy was racing in Europe. I am a big fan of riders like Cairoli, Roczen and Musquin. Those guys are fast and they showed at the Motocross of Nations how good they are. I remember being at Budds Creek and watching the Grand Prix riders and being impressed with them. That wasn't really a great race for them, but still they looked fast."

The career before 2010

As mentioned Canard is generally regarded as one of the friendliest and mature youngsters on the national circuit. At the tender age of 13, Canard was forced to grow-up early after a tragic accident claimed the life of his dad while he was building a practice track for his son. Out of respect for his dad and a strong determination to succeed, Canard quickly climbed the ranks through the amateur series collecting wins and titles along the way.

Canard swept the Loretta Lynn's Amateur Championships in 2006 in the B class and returned in 2007 to win both the Lites A and Lites A/Pro Sport Championships. During the same year, he was also awarded the annual Horizon award and signed to his first professional team with Factory Connection Honda.

It was back in 2008 that Canard added his name to one of racing's most elite groups when he jumped into the pro ranks at the age of 17 and won the Supercross Lites East title in his rookie year.

"When I look back on winning that championship in 2008, I still get excited by my accomplishment. No matter how successful I am as a racer, winning a title right off the bat will always hold a special place in my career."

The season didn't end on a happy note as he broke his femur in the Motocross series. After working his way back into shape from the broken femur he suffered in the summer of `08, Canard broke his wrist at the High Point round of the AMA National Motocross series in `09. However, the red-headed Oklahoman was not discouraged.

"I was obviously bummed when I broke my femur. And when stuff like that happens you wonder, "What did I do wrong?" But in the end it was a good thing because it made me see some things that I needed to change to make myself a happier person. I needed to find a little more balance in my life. I believe I've found that now, I think I put all the pieces of the puzzle together to improve.

MXoN – Another Victory

Of course winning in the American series is one thing racing against the best in the whole World is something all together different. For Canard his moment came on the hillside circuit of Thunder Valley in Denver, Colorado when the World came to America and Team USA once again proved to be too strong.

"My first experience of the Motocross of Nations was at Budds Creek when I went there just to watch. I couldn't believe the atmosphere and the magnitude of the event. As soon as I arrived I thought to myself I need to do this race. I remember watching Villopoto, RC and Ferry winning in Budds Creek and feeling so excited and proud. To actually have the chance to be in the American team for this year's event was a huge moment for me and to be in the team with people like Andrew and Ryan made it even more special."

"Saturday in the qualification race I was really nervous, but Sunday it was really good. I knew I just had to do my best, which was all I could. Man, we were going nuts ourselves. It looked pretty scary going into that last moto and we knew we had to get it done. Andrew was awesome, I mean we expected Dungey to do what he did, but Andrew came through for sure, and he rode awesome. Andrew also rode well considering he rode back to back motos; I noticed how tough that was I."

"I was surprisingly calm when I crashed with Osborne in that opening moto, which was kind of surprising. Zach and I were stuck in this awkward way and I knew if we didn't get out of there it would have been trouble. We worked it out together and got going. My grip was in his chain and sprocket and he kept trying to lift his bike up and I told him to stop and let's get this thing out of there."

Now it's time to bring on 2011, another season, another goal, and another chance to make the upset of the decade. A win in 2011 doesn't seem realistic, but then again, unrealistic isn't a word in the vocabulary of this 20 year old. «

2009 250 SUPERCROSS CHAMPION
2009 250 MOTOCROSS CHAMPION
2009 MOTOCROSS DES NATIONS CHAMPION
2010 SUPERCROSS CHAMPION
2010 MOTOCROSS CHAMPION
FIRST RIDER TO WIN EVERY MAJOR TITLE IN SUCCESSION
ONLY ROOKIE TO WIN 450 SX AND MX CHAMPIONSHIPS IN THEIR FIRST SEASON
2010 MOTOCROSS DES NATIONS CHAMPION
RYAN DUNGEY- 2010 SX & 450 MX CHAMPION
ONLY ONE HELMET SITS ON TOP OF MX HISTORY
Continuing Fox tradition as the world leader in winning and performance, Ryan Dungey and the V3 set a new standard by capturing six consecutive titles over the past 2 years. See the entire collection of Fox helmets at www.foxracing.com/helmets.
ROCKSTAR ENERGY DRINK

FACEBOOK.COM/FOXHEADEUROPE
@FOXEUROPE

A YEAR IN MX

By David Bulmer

If you had told me six years ago that I'd be writing a column in a motocross magazine, before I told you to stop joking around, I'd have probably asked what motocross was. You see in 2004, my only experience of this motocross malarkey was playing the computer game Motocross Madness 2. I'd never heard of Ricky Carmichael, or of Stefan Everts and wasn't even aware of how four-strokes and two-strokes were battling for supremacy. In internet parlance, I was a noob.

Then, in the autumn of 2005 I went to my first ever race - the Motocross des Nations at Ernée, France. And since that moment, I was hooked. Walking into that amphitheatre filled with 40,000 people shouting, cheering and blowing their air horns was just immense and that's not even mentioning the displays of Ricky Carmichael and Ben Townley. Suddenly I realised that motocross would be taking up a lot more of my life.

I would repeat my Des Nations experience the next year at Matterley Basin, which to this day is probably my favourite event I've ever been to (except for the 6hrs to get out) but it was 2007 when I really found a niche for myself in the motocross industry.

It was then that I'd perform my "A Year in MX" which would see me driving a 1988 motorhome 22,000 miles around America, through 48 states and eight National Parks. Plus I got to watch all 12 rounds of the AMA Nationals, and the MXDN at Budds Creek.

Before this trip, I literally knew no one in the American motocross. But thanks to the internet and a few forums, Davey Coombs and RacerX got wind of my intentions and hooked me up with a season-pass, not to mention giving me even more exposure. This in turn led to numerous individuals offering me places to stay along my epic journey. I really couldn't believe just how friendly and close-knit this sport was. A lot of people told me along the way that I was "livin' the dream" but if it wasn't for the support of everyone, my trip wouldn't have been anywhere near as amazing.

In 2008, I switched my attention to the GPs, attending six races including Bulgaria, Lierop and then driving on to the final round in Faenza. It's certainly a whole different experience to drive around Europe but it still plays just as an important part of my motocross experience. The trip down to Faenza was made in a 1987 Ford Fiesta where I managed to squeeze in a lap around the Nurburgring (it took 16mins if you were wondering), making my way over the Alps using the Stelvio Pass and then back via Monaco and the Millau Viaduct.

Basically my philosophy is to use motocross as an excuse to travel the world.

I was back stateside in 2009 as part of the Vurb Moto crew who produced the RacerX Motocross Shows. Once again it involved six months in a motorhome, but this time I was sharing the confined space with up to seven others. To say it was cramped would be an understatement, but we also had some pretty amazing experiences along the way – filming the James Stewart Red Bull video at his home, walking 26 miles across the Grand Canyon and spending a week at Loretta's to name but a few. However, as one of our crew said, this has been the most awesome trip that we'll never want to do again – too many people, in too small a space.

In fact I needed a holiday to recover from it all, which is why I headed down to New Zealand for six weeks in November. Of course I just happened to catch the last two rounds of the NZ Nationals and an Australasian SuperX in Hamilton, but that was purely coincidence... *cough*

I had to pick and choose my races a bit more this year but I still maintained my MXDN streak by flying out to Thunder Valley. There's just something about that race that means I have to attend, no matter what.

But then that is what motocross is all about - whether you ride, spectate, take photos or sell t-shirts at a stand. This sport is infectious, contagious and it gets in your blood. Once you're hooked, that's it, you have to keep on going to more races, meet new people, catch up with old friends and challenge yourself to create even more memories. Even on the coldest, wettest, muddiest day, standing on the sidelines and watching two racers battle it out is an unbeatable feeling and so long as it stay that way, I'll keep travelling to the four corners of the world to get my fix. «

MAXXIS®

ACU EVENTS LTD

BRITISH MOTOCROSS CHAMPIONSHIP

OFFICIAL PARTNERS: MPORA · MOTO MAGAZINE · EA SCAFFOLDING & SYSTEMS LTD · TMX · DIRTBIKE

2011 SERIES DATES

Round 1 6 March
Little Silver, Exeter
MX1 / MX2 / Vets

Round 2 27 March
Canada Heights, Kent
MX1 / MX2 / MXY2

Round 3 17 April
Lyng, Norfolk
MX1 / MX2 / MXY2

Round 4 1 May
Milton Park, Northampton
MX1 / MX2 / MXY2

Round 5 26 June
Desertmartin, N. Ireland
MX1 / MX2 / MXY2

Round 6 24 July
Foxhill, Swindon
MX1 / MX2 / Vets

Round 7 14 August
Duns, Scotland
MX1 / MX2 / MXY2

Round 8 2 October
Hawkstone Park
MX1 / MX2 / Vets

T MISS IT!

Design: Grotesk.co.uk Photograph: RayArcher.com

Visit the official website at **www.mxgb.co.uk**

Arai
BRENMAR
338
COSWORTH
YAMAHA
LAZER
183
Red Bull
MOTUL
PolisSport
SUZUKI
94
Teka
MICHELIN

GALLERY #01.3

MX2 START

The MX2 class is known for it's wild action and three of the leading riders in the 2010 FIM World MX2 Championship were Zach Osborne, Ken Roczen and Shaun Simpson. The Grand Prix series continues to bring out the best MX2 riders in the World as Marvin Musquin and Ken Roczen have proven at the last two MXoN events

PHOTO: RAY ARCHER

GALLERY #01.4

MONSTER GIRL

Girls in the paddock are always a welcome addition to the FIM World Motocross Championships. Here is one of the Monster Girls doing here thing. Bring on 2011 and the added support from Monster Energy into the Grand Prix series

PHOTO: MASSIMO ZANZANI

GALLERY #01.5

FLYING PHILIPPAERTS

Monster Energy Yamaha rider David Philippaerts of Italy has to have one of the best styles in the World of MX. Always on the gas and often hanging off the side of the bike. It's pure Motocross at it's best

PHOTO: MASSIMO ZANZANI

YAMAHA
MONSTER
YAMAHA
YAMAHA
YAMAHA
YAMAHA
BRAKING

JEFFREY HERLINGS SCHOOL'S OUT >

Sometimes you see something in a rider that you just don't see in many others. At the opening round of the 2010 FIM World Motocross Championship set at the beautifully prepared Sevlievo circuit in Bulgaria teenager Jeffrey Herlings was lining up for his first attempt at battling the best riders in the World of Motocross.

Sitting to his left was two-times World Motocross Champion and 2009 MXoN MX2 overall winner Marvin Musquin, on his right shoulder was 15 year old German sensation Ken Roczen (would later in the season be crowned MXoN MX2 overall winner).

Words: Geoff Meyer > Photos: Ray Archer

Airoh
HELMET
Airoh
Airoh
HELMET

JEFFREY HERLINGS SCHOOL'S OUT >

When the riders lined up against the start gate Herlings sat back on the start grid waiting and watching as the fastest two MX2 riders in the World prepared their gates. Herlings didn't look hurried despite this being his first ever Grand Prix, in fact he looked like the most experienced of the group. His eyes steadfast and hardly blinking as he tried to take in all the movements of Musquin and Roczen.

Once confident he has seen enough he slowly rolled his machine forward and pressed his front wheel up against the start gate. Seconds later as the MX2 class riders blasted around the Bulgarian circuit he was in one of the wildest and most exciting battles of the MX2 class's history. Musquin, Roczen and Herlings pushed each other to a limit that was at times scary fast. Herlings not giving an inch to his more experienced rivals and looking like he belonged.

Once the race finished and Herlings had finished in third place (he actually led the opening five laps) he didn't look excited, he wasn't surprised, he had done just what he had expected.

"That first race in Bulgaria, that Saturday qualification race was really good for me. I knew I had good speed, but until you race against riders like Ken or Marvin, you don't really know how you will do. I realized in Bulgaria that my speed was good enough. That was a good feeling."

For the then 15 year old Dutchman this was the start of one of the most exciting debuts in the sports history. Better than Roger De Coster or Eric Geboers or Stefan Everts or Ken Roczen. Leading that opening moto at just 15 years of age suddenly the whole Motocross World was in awe.

Just a couple of weeks later at the Grand Prix of the Netherlands the pressure was even greater, yet Herlings controlled his nerve and surprised even himself. He had finished with fourth overall and third overall in the opening two rounds of the series and was well placed for a rider so young.

With the biggest crowd in Valkenswaards history Herlings stopped time in a bottle and started a celebration that we haven't seen in Motocross in the Benelux in many years. Sweeping the two motos the 15 year old become the youngest Grand Prix winner of all time and was suddenly in serious contention to become the 2010 World Motocross Champion.

"I couldn't believe it, I didn't even expect to win, I mean in the back of my mind I wanted to win, but I couldn't have hoped for something like that. I remember going home after the race and sitting in my house and just thinking I was the GP winner. That was an amazing feeling."

The pressure though began to tell on the young man. Riding better than ever he started thinking he was the real deal, and mistakes replaced victories, crashes replaced celebration.

"After the first four or five Grand Prix I was thinking too big, I was almost leading the World Championship and I was thinking maybe I can be World Champion and I was too young to be in that position. Then I started putting pressure on myself and everything went wrong in America, France and Germany. I just started thinking I need to have fun again and in Latvia, Sweden and Lommel I started having fun again and was on the podium three times in a row. Then obviously I hurt my shoulder and that was the end."

At the time of the shoulder injury Herlings wasn't happy, however now he can look back and use the negative as a positive. At just 15 years of age things happened fast for Herlings and he just as quickly stopped listening to the very people who had helped him into the podium in Valkenswaard.

"I got a big head, but then I got knocked down. I was really walking around thinking I was the man. I didn't listen to people like my mum and dad and Stefan. I didn't listen to anyone, I just though I am Jeffrey Herlings, I know what I need to do, but that was wrong. Once I got injured I realized some things and I started to listen to the people who helped me. I also realized which people where my friends, people promising me this and that, and then not hearing from them when I was on the couch trying to recover. The injury might not have been good for now, but for the future it was an important part of 2010."

As for distractions, it's clear both Herlings and Roczen are at an age when females become interesting. A pretty face is hard to ignore and Herlings is learning fast that these are distractions that he doesn't need. At least he is careful in his selection.

"It's the same for Kenny, its maybe even worse because he is a better rider, but Kenny and I have the problem that we are 16 and we are winning and everyone wants to be around us. I mean it's really hard to trust people, even my good friends; I have to think do these people want to be friends with me Jeffrey Herlings the person or Jeffrey Herlings the Red Bull KTM rider. I think in those four months I learnt who the real friends were."

What Herlings has shown since his injury is that he accepts criticism and he isn't looking for excuses. At just 16 years old he has grown into a man in a very short time.

"I think it's because we are all grown up around older people. All the people in the team are like 20, 25, and 30 years old, we are all in around the big guys; we don't talk about stuff kids our age talk about. We are also not busy with doing the wrong thing or going out looking for trouble. It's different. I think both Max and Ken are similar to me in that and they are all fighting for a World Championship next year, it's going to be really rough. I know Max is talented and so is Ken, but in my eyes Ken is still the guy to beat."

One thing that might have caused a rift in the Red Bull KTM camp was the fact the two hottest prospects in the sport would be lining up in the same team. When Ken Roczen was signed to race alongside Herlings in the Red Bull KTM Factory team the young Dutchman wasn't happy.

"It did a little (make me angry), but now I am happy, he is an awesome person and a great rider and I can learn a lot about him. I just look forward to racing against him and I can learn from him. I am glad he is in the team, we have the same two guns behind the gate the same bikes the same suspension, we will have the same of everything and I will see who the best is. At the moment Ken is better than me, but I can work on it and we see what happens for 2011."

What keeps Herlings down to earth is also free time away from the track, hanging out with friends and trying to play the role of a 16 year old and not the celebrated Motocross hero of the Netherlands.

"When I was injured I went swimming with my friends, also in the Jacuzzi and we had a lot of fun. We also went to the gym and had fun. My friends are not talking about Motocross all day and that is really nice because all day you are training and working for your sport, but sometimes it's nice to take time off and not think about racing at all."

JEFFREY HERLINGS SCHOOL'S OUT >

As for the life of a Rock star Herlings doesn't forget just how lucky he is to be in the position he is in. Being like a rock star isn't something he dislikes.

"Sometimes I am thinking like that, sometimes when I talk to my friends and they talk about having to buy their bikes, or gear, or whatever. They have to change the oil in their bikes or the engine, so many things I don't have to do. Then I might just think I have a rock star style of life, I just come to the track, get on the bike and ride, other people clean the bike or prepare it, and I really have to think about myself and nothing else, so yes I have a rock star life."

As for partying like a rock star, that isn't something that has ever interested the young Herlings. Despite the legal age for drinking in Holland being 16 you won't find Herlings in a café soon.

"I have never been interested in going out. I did it a couple of times, but I prefer just to have fun with my friends, I am not interested in drinking, smoking or partying, I just like to have fun with my friends."

PERSONAL LIFE

Coming from the small village of Elsendorp, just 20 kilometers from the Lierop and Valkenswaard circuits Herlings grew up in the hotbed of Dutch Motocross. Multiple GP winner Kees Van Der Ven also grew up in this area and continued to run his CHAMP KTM team and the Kawasaki team of the late Jan De Groot was also run just 10 kilometers up the road.

Herlings father Peter was one of the better sand riders of the 1980's. Jeffrey though has very little memory of the career of his father.

"He stopped when I was like six years old, so I didn't see his good times. I started racing soon after he stopped and I was in some good Dutch teams even when I was young. I rode for the Jacky Martens team and then the Red Bull KTM team."

Unfortunately the parents of Herlings divorced when Jeffrey was just a young boy; once again the negative of divorce was turned into a positive by the pride of Holland.

"My parents divorced in 2006, so it's already almost five years ago. That was a rough time for me, I was busy with school and I had to go to school five days I had to be racing and training, but also fighting with my parents. They broke up and I went with my mum and my dad went by himself. I live with my mum, but I have good relationships with both my mum and dad."

"I was 11 years old when my parents divorced, but that made me stronger I think. It also made me stronger when I got the injury to my shoulder. You think you have a lot of friends, but then you get injured and you realize you don't have as many friends as you first though. After I won the Grand Prix in Valkenswaard I had a billion fans and friends,
press calling me every single day, girls calling me, but when I got injured you start to realize a lot of things and you stop hearing from people. It was a bummer I couldn't finish the season, but this shoulder injury really made me stronger."

Preparation for 2011 will be simple for the Dutchman. Most of the regular circuits remain on the calendar and it will be a similar preparation for Herlings as in 2010.

"It's the same tracks, every year it's the same. Only now Brazil is earlier and Lierop is gone. I will have fun there, I like the tracks and I train on good tracks. Sometimes the circuits are like an enduro, really rough. Like in Germany the second moto was just like surviving, also Lommel and Lierop they are so heavy. For the fans it might be a little heavy, but for me I love it, I love riding the rough sand tracks. With so many classes during a Grand Prix the tracks get really, really rough. The only problem is sometimes it's hard to train for those type of races because if you go to France for instance the tracks are all smooth, not enough bumps and they don't water the training tracks enough."

A quick trip to America and then back home to Holland to work on making sure he will once again arrive at the Sevlievo circuit in Bulgaria with a mind set to this time take the overall victory.

"My plan is to go to America in January. I don't do any races this year, maybe for the future but I don't know about that at this stage. I don't even know if I do that. I would like to go to see Anaheim I and see Ken riding and the riders over there, but maybe we go training in Florida."

"I made a lot of improvement this year. I was third until I got my injury and managed to finish sixth. Next year I want to race for the World title, but it's going to be hard to beat Kenny (Roczen), Paulin, Anstie and Searle." «

HERLINGS PROFILE

Name: **Jeffrey Herlings**
Nickname: **Hekleine**
Village: **Elsendorp**
Place of Birth: **Geldendorp**
Date of birth: **12-09-1994**
Length: **1,72**
Favorite car: **Mercedes McLaren**
Favorite rider: **Ricky Carmichael**
Favorite track: **Sevlievo, Bulgaria**
Favorite bike: **KTM 250F**
First race: **Venray**

RESULTS:

2002
Dutch Champion 65cc Amateur federation
2003
Dutch Champion 65cc Amateur federation
2004
Dutch Champion 65cc KNMV
3rd European Championship 65cc
2005
Dutch Champion 85cc Small wheels KNMV
2006
4th Dutch Open Championship 85cc Big Wheels
2nd International Youth weekend at Heerde
2007
2nd Dutch Championship 85cc Big Wheels
4th European Championship 85cc Big Wheels
6th World Championship 85cc Big Wheels
2008
Dutch Champion 85cc
European Champion 85cc
World Champion 85cc
German Champion 85cc
2009
2nd European Championship MX2
3rd Dutch Open Championship MX2
2010
4th World Championship MX2

© 2011 AxoSport S.p.A. www.axosport.com

AXO
011
marzocchi
MX

THE SCOUT

By Tinus Nel

nus Nel - The Scout // Tinus Nel - The Scout //

It all started outside the school gates some day way back in 1977. The final bell had gone, and the irresistible force that is schoolchildren on the way home poured out of the classrooms like a blazer-clad avalanche. Small groups were gathering outside, and the happy chatter was about the afternoon's sport, the latest movies, the upcoming weekend.

Then suddenly a hush fell. A pick-up truck pulled up, and sitting atop the load bed were two gleaming Suzuki RM125's. Plain yellow and black, no adornment, but they looked menacing and mean and über cool. All other issues were now firmly relegated to the back burner as crowds of rubber-necked schoolchildren gathered round.

Gavine Murphy made his way through the throng, and with a mixture of what I imagine must have hovered halfway between embarrassment and pride, settled in next to his dad. His parents had thought it good to let their sons race motocross. In an environment where rugby and cricket represented the going thing, this was something very unusual, and it immediately elevated the young man to a colossus in the eyes of his school friends.

The tickle of excitement indicated to me very clearly that this unexpected new development could stand some further investigation, preferably in the form of attending a race event. This was easier said than done, however. Back in the day, motorcycles and those who rode them were often regarded with more than a fair degree of suspicion, if not actual disdain. It required a fair bit of cajoling, promises of eternal lawn-mowing coupled to all the child psychology that I could muster, therefore, to swing the parental minds in the direction of schlepping me to my first ever motocross race.

The assault on the senses was overwhelming as soon as we poured out of the car, before we could even see the track or any bikes. From behind the trees emanated the magic crackle of two stroke motors. And the aroma was pure heaven. A blend of petrol and methanol when mixed with good two stroke oil produces all kinds of bliss when it combusts. First and foremost, it translates into locomotive power that turns the beauty underneath you into a snarling beast. But the side-effects were equally nice. The smells wafting through the air were indescribably intoxicating, in the best sense of the word. Grandma's cookies fresh out the oven could scarcely smell better.

Then everything hovered into view. The sight of a single pukka race bike was for me , back then, on a par with a live dinosaur sighting, but suddenly the world opened up and they were everywhere. White, blue, red, yellow, most of them still with low-slung exhausts and twin shocks that had all the travel of a broomstick. Handlebars that looked as if they would bend if a fly settled on them. Tiny drum brakes that did not seem able to arrest the progress of a shopping trolly, let alone a high-powered racing machine. Radial cooling fins that bristled out of cylinders and heads like porcupine quills

None of this mattered, though, and to be fair, back then no one knew any better. The vibe was electric. People were milling around. The bikes were brought to the track on pick ups or on trailers. Some hardy souls even disassembled the bikes, brought them to the races in the back of the car and meccano-ed them together at the track..

The riders were a mish-mash of characters. Tall, short, young old, fat, thin. Leather pants with round padded sections that looked for all the world like stale doughnuts, rugby shirts, all manner of protective gear that seemed to have been harvested from a variety of sources, from the garden shed to the woodworking shop. Many of the older riders were sporting moustaches or beards dense enough to conceal entire herds of wild animals.

And then the racing started. Riders lined up behind a long elastic band that was released to signal the start. Two full lines of riders charged into the first corner, and the action was non stop, on-track and off it. Riders were elbowing each other, performing mini cross-ups and doing what racers generally do. Next to the track, some very comely spectators, who had obviously forgotten most of their wardrobes at home judging by the sparsity of their attire, were encouraging their favourite riders. On the other end of the scale, a matronly woman with enough girth to classify her as a hazard to shipping should she ever venture into the water, was bouncing from corner to corner yelling instructions to her young son, who was doing his level best to ignore her.

It was a day never to forget. I was not blessed with enough senses to take it all in at once. The soft serve ice cream in my paw was on the receiving end of a championship-level spray of roost, and the snack's taste took a definite turn for the worse after that. It did not matter, though. Nothing other than what I had just experienced mattered.

On the way home, the mind reeled. Here was passion, excitement, drama, sights, smells and sounds all rolled into one. Suddenly the magic of rugby had lost a lot of its allure. I was irredeemably, totally, maddeningly hooked. Right then and there I knew that motocross would somehow, somewhere, sometime come to play a role in my life. How much I was only to find out much, much later. I could well imagine that this sequence of events had, with some modifications here and there, uncoiled themselves thousands of times in many places throughout the world. I knew now how people evolved from normal humdrum humans into motocross fans.

Tinus Nel is a South African who has been involved in motocross for more than ten years as team owner, sponsor manager, reporter, writer and general layabout. He has helped here and there in the careers of a few rather good riders such as Ben Townley, Tyla Rattray, Gareth Swanepoel, Tanel Leok and more. He still maintains his interests in motocross matters as well as dabbling in promoting top class musicians, in between occasional bouts of actual work. «

VANGANI
RACING
KTM
SPORTMOTORCYCLES
Red Bull
ispension
WP
GK
AGA
PRO GRIP
Delmike

GALLERY #01.6

HERLINGS OUT FRONT

Red Bull KTM factory rider Jeffrey Herlings takes the holeshot and leaves his rivals eating sand. The flying Dutchman will be one of the favorites when the 2011 FIM World MX2 Championship bursts into life at the Sevlievo circuit in Bulgaria on April 4

PHOTO: RAY ARCHER

MOTOREX
PIRELLI
MOTOREX
PIRELLI
MOTOREX
ONEVALVE

MORACO
MOTOVERTE
WWW.MOTOVERTE.COM
MOTOREX
ATHENA
WP
KTM

GALLERY #01.7

CAIROLI BERCY

Antonio Cairoli is mister style. Despite a lack of Supercross practice the Italian legend was still looking in control after the third day of the Bercy Supercross. I don't know about you but I still wouldn't be surprised to see the Red Bull KTM Factory rider get a top five in California in January

PHOTO: RAY ARCHER

Red Bull
LEATT
by USWE
HYDRA
FOR YOUR
...G
LEATT
by USWE
Available at your Leatt distributor

ATION SYSTEM

LEATT-BRACE®

ET READY!

and dealer network.

WWW.LEATT.COM

M
Intel

Max Anstie
Intelligent & Fast

Talking to Monster Energy Pro-Circuit CLS Kawasaki rider Max Anstie is like chatting to an ADHD sufferer. He's a fast talker and a quick thinker and ideas come popping out of his redhead every second. He is an intelligent young man no doubt about it and his excitement for life is refreshing. Even after a big crash at the Bercy Supercross last month he couldn't contain his joy for the upcoming 2011 season, where he will come up against two other young men who are already being mentioned as future greats, Ken Roczen and Jeffrey Herlings.

Story Geoff Meyer > Images Ray Archer

Max Anstie
Intelligent & Fast

Most young riders in the early phase of their careers get excited about making a good lap time, or finishing on the podium, maybe even getting that elusive victory. For Anstie these are all things that he wants and things he will achieve, however it's not just about winning races and trying to lock up a pot of gold in his chosen sport. Anstie also sees the big picture, a life after Motocross.

"I've just heard that I passed my exit exam at school in America, the results just came through last night. That means I have graduated in America. I still have to stay in school until June, but I get the cool hat and throw it in the air."

Anstie has always been serious about his schooling and with support from both parents in his endeavor to finish his school with more than just the memories this Motocross racer has worked hard and is now receiving the rewards.

"When I moved to America at 14 years of age I was home schooled from Oxford Open learning centre and that was working well, but then I switched over to something else when I got to Unites States. In the AMA rule book if you are under the age of 18 you have to be enrolled in a school, so I went to this new school in America. I see my teacher every month and I have all my books and stuff. I am in my last year and I've passed, so I am happy about that."

If it's not enough that he wants to be the Motocross nerd he is also looking at an even higher degree of study to prepare him for the real World. If his work ethic for school is anything to go by he won't be known as a slacker when the gate drops in Sevlievo in Bulgaria on April 10.

"My school teacher spoke to me and I have done really well at the school in America, getting straight A's and they want me to do an SAT, which is an entry into a university. They want to put me into the University of Phoenix and I will then do two years of general education in that university, which is made for up athletes, you do everything on line. Then when I have done those two years I get my degree and when I get my general education degree I can get a job doing pretty much anything I want."

"It gives me an option; I am not a guy who tried to get out of school as fast as I can because I think I am going to be good at Motocross. Obviously you never know what is going to happen, and after Motocross it's hard to go back to school. I am pretty clever at the moment and I have gone well in my exams, and I enjoy doing my school work, it's something different. I do my school work and my training and my riding. My school work takes the place of going out and seeing girls and that. I know it's important."

"I am here to do my work and I know what I have to do to do that. Obviously there is a balance between riding and resting, but no I don't have a girlfriend, girls make you civilized, they make you nice. I've learnt a few valuable lessons from my mum and dad. I do everything I can to be my best and then we see what happens after Motocross."

If it's not enough that Anstie has passed his exams in America he is also looking at a possible life in the movies.

"I am not too sure what I would like to do. My little sister does pageants and stuff and my step mum went and put my name down and sent my resume to Disney channel and they asked me to do some stuff, like advertising and being a stunt rider in movies. I got scared and didn't go, no really I was racing at Budds Creek. Maybe when my little sister gets more into it I will go down and have a look."

Anstie doesn't believe that Motocross riders are dumb and knows that racing at the highest level is about being smart and not taking stupid risks. What he has learned in school won't help him when he lines up against the best MX2 riders in the World and he knows that.

"I am clever, but you can't be dumb to ride a Motorbike, it's a tactical game and it helps in all aspects of life if you are clever. You have to deal with people and it also comes across well with the fans, the fans want to have a good image. There are a lot of 17 year olds out there that don't really do a lot and I have lived a clean life up until this point. I do like to be a kid and have fun, singing in the shower and stuff like that, but I know what I need to do and I have a focus on that. I don't care about having now because I know it gets better as you get older."

It's amazing when you consider this young man isn't even close to his peak and is in fact just a year out of the junior ranks. He already has one eye on the days when Motocross doesn't pay the bills, something that many young riders or people in general just don't see.

A school education is not something that many of the greats of the sport actually have, but when talking to Anstie (and Jeffrey Herlings for that matter) it is clear the new breed of Motocross riders are very much busy with trying to prepare for life after Motocross.

Max Anstie
Intelligent & Fast

Mum and Dad – Life Experience

Father Merv is somewhat of a Motocross legend in England for his toughness and resilience. A former 500cc Grand Prix racer and picked up a second place finish in the 1991 Grand Prix of Switzerland, only being pipped by fellow British rider Kurt Nicoll and finished equal third (with Eric Geboers) in the 1990 GP of Switzerland.

His stand out year was in 1994 when he shocked the World to win the Grand Prix of Czech Republic, finishing with 2-1 results and an all time high of 8th in the World 500cc Championship in the same season.

Too young to watch his father racing Max did get to hear some stories and watched the video's as his father raced in the toughest 500cc era of all time.

"I was always around Motorcycles growing up and watched DVDs of him racing. I've heard all sorts of stories about my dad. Wobbly from Smith goggles tells me about his he was locked in a cupboard for two weeks or something. So it's good I get to hear all these stories. Its good because he has a lot experience in the Grand Prix and while his technique wasn't so strong he was really tough. He has made my technique better than anyone.

"I want to do this because I want to win; I want to give it 100%, not 80%. I will give it my best shot until I am done with Motocross, I want to be the best and I think that is something you need to push and work on.

He also learnt the hard way that relationships don't last forever as he watched his parents split up when he was just nine years old. A mother who wanted her son to learn through books and a father who wanted his son to learn through life experiences. Both though have obviously formed a young man who knows what he wants and is giving it 100% to get it. Be it with the books or the experiences.

"I think it was one of the periods of my life that made me really strong. I was like eight or nine years old and I learnt how to fight, stand up and say this is what I want to do, I wanted to ride my bikes and had I not stood up and been as strong as I was I wouldn't be here now, I would be in a private school with my mum being a normal kid.

"I think it's hard because you are young and you don't understand and you don't want to stand up for yourself, because you want your mum to be happy and you want your dad to be happy, but then you get to the point where you think how much do I want to ride. I thought about it and ever since I started riding when I was like three years old I knew I was going to be a Motocross racer and I know I will do whatever it takes and I will be World Champion and if I don't get there then I have given it everything I have. I am racing for myself; I am not racing for anyone else.

"Ever since I was little I wanted this, and in that period my parents divorced it made me want to train hard and do my laps and do my school work and make sure I did it all the best I could. I am young, but I still look back at that moment in my life. I think all mums want you to go to school, and have a normal life, she didn't want me riding, while my father was like do what you want, you want to ride you ride, I will support you whatever you want to do. I was never pushed to ride, I just had the opportunity and I think at seven or eight years old any boy wants to ride a motorbike. To be given the opportunity was good because it's all I wanted to do. My dad made sure I kept up with my school work."

Parisian departure

When we spoke to Anstie for this interview he sat with his injured knee before him and a 2010 season behind him. It's not been the perfect season, but it has been one full of crashes, injuries and life experiences. Bercy pretty much said it all about his season.

"I got into fifth and had a gap and was on my own and some French guys were in front of me and my hand just fell of the handlebars. They did an x-ray and I had fractured my knee cap, on my right knee. The knee cap just flows around in there and I can talk on it (with a limp), everything else is all right. I am just a big smashed up. I landed on the concrete really hard and for the first time in my career I sort of went into shock, because I handed so hard and I was actually outside in the Bercy arena in the car park I started shaking and got really cold. I scared myself really.

"I didn't feel out of control at all, but my hand came off and most time you get out of shape and just grab the grip again, but I was right on the corner and when I put my hand back on the gas was still on and I hit the corner barrier. They put a cast on me, but I cut that off this morning, it wa a pain in the ass. I mean I didn't want a cast on it anyway. I mean I needed to go to the toilet and I walked to the toilet and they guy says it looks lik you have broken your knee cap, why aren't you in more pain. I just said will be okay."

"I have had a really unlucky year this year, I mean I have learnt a lot, I've crashed a lot and got hurt a little bit, luckily nothing too big. It's kind of on of those years I have learnt a lot. I know 2011 will be different and I am rea to make the most of racing the World Motocross Championship." «

SCOTT
SCOTT
SCOTT

FIM MOTOCROSS WORLD CHAMPIONSHIP

MX1®

FIM MOTOCROSS
WORLD CHAMPIONSHIP

VIP CLUB SILVER

1 VIP PASS + 1 car B parking with access to YS VIP Hospitality for Saturday and Sunday (lunch & open bar) 300€ per event.

CATERING S

on demand for teams

STANDARD MEAL

For Team members, Riders, Press, Mechanics

One meal (starter course, dessert/fruit, water and coffee)..... 18€

Pack of 150 meals..... 2 300€

Pit Lounge Vip Gold Suite is the best place to see the action.

VIP CLUB GOLD

1 VIP PASS + 1 Gold Hospitality pass + 1 VIP Car parking with access to YS VIP Hospitality and to the bar in the Pitlane suite upper floor for Satuday and Sunday (lunch & open bar) 400€ per event.

You'll be right in the middle of racing with the best view on the track, a view on the pitlane area with an open bar with refreshment and snacks all over the racing week-end.

SERVICE
and sponsors

PIT 1 LOUNGE MX
RESTAURANT

For info please contact Thierry Villette
Email: t.villette@youthstream.org or pitlounge@youthstream.org

Take away chicken grill and french fries available fom friday to sunday.
Chicken grill 10 €
Chicken and french fries 12 €
Sandwich 5 €

The PIT LOUNGE Restaurant will be open from thursday-lunchtime to sunday-dinner time. It will serve both lunch & dinner.

BIENVENUE À BERCY - THE SHORT CUT TO AMA SUPERCROSS

When looking at the top European riders who head to America to race the AMA Supercross series it is always the French who lead the way. Names like J.M.Bayle, Mickael Pichon, David Vuillemin, Sebastien Tortelli, Stephane Roncada, Christophe Pourcel and now Marvin Musquin have brought French riders success on both sides of the Atlantic Ocean. Bercy is a big part of the exodus of Frenchmen to America and their success there.

Words by Geoff Meyer > All photos by Ray Archer

The introduction at Bercy is always special as the French spectators give their approval to the riders. This year was special with World MX1 and MX2 Champion Marvin Musquin and Antonio Cairoli on show

Back in the mid-1980's when a French Supercross series was started up it wasn't a surprise that the top French riders usually spent a couple of years racing in the FIM World Motocross Championship before heading stateside to contest the AMA Supercross races.

The Bercy Supercross has long been the most important event in the European winter. Once the Grand Prix season ends in late September and the Motocross of Nations is run then it's hard to find too many events that really attract your attention, however Bercy is certainly one of them.

When Bercy first opened for Supercross in 1984 it was a breath of fresh air for the sport. American riders who had never been seen for such an event were brought in large groups, and until this day not one of the leading AMA Supercross Champions has missed Bercy.

From David Bailey, Jeff Ward and Ricky Johnson to Ricky Carmichael, Chad Reed and James Stewart this small stadium just three kilometers from the centre of Paris has brought to life by the best of the best.

2011 – BRING BACK THE LEGENDS

This year's Bercy Supercross had many special moments, and while we didn't have a James Stewart or a Chad Reed, the event held something special for the French crowd. Names like Jacky Vimond, J.M. Bayle, David Vuillemin, Sebastien Tortelli, Mickael Pichon, Mickael Maschio, Frederic Bolley and many more appeared. It was for me the most exciting aspect of the weekend, as injures did prevent the best possible racing. It was a pity for the French promotional team as they had done their best to bring a new era into Bercy with names like Ken Roczen, Jeffrey Herlings, and Trey Canard into the show, all three missed out due to injury or changing or contracts. Left over we still saw a solid event with World MX1 Champion Antonio Cairoli, American youngster Justin Barcia and French dynamo Gautier Paulin leading the entry list.

In the main program the race winner was Barcia; the Geico Honda rider looked solid all weekend and despite taking out some of the locals his victory was popular. Hopefully he can continue his rise to prominence and his name won't be out of place on the who's who winners list of Bercy.

Here are what some of the leading French legends thought of the biggest Supercross Europe has ever seen. We asked J.M.Bayle, Jacky Vimond and David Vuillemin what makes Bercy so special. We also asked leading French journalist Pascal Haudiquert his thoughts on the Parisian event.

American Justin Barcia of the Geico Honda team proved too strong for the French riders and captured the King of Bercy crown. Another American Kyle Chisholm also had his share of glory

BIENVENUE À BERCY - THE SHORT CUT TO AMA SUPERCROSS

The Bercy Sta
crowd the atm

Action in Bercy
very intense. Bla

J.M.BAYLE – MULTIPLE WORLD AND AMA SUPERCROSS AND MOTOCROSS CHAMPION

The greatest French rider of all time and in many people's eyes one of the greatest Motocross riders of all time. World MX Champion in 1988 and 1989, AMA 250 and 500 Motocross champion in 1991 and AMA Supercross Champion in 1991. He also won Bercy in 1990 and 1991. His last ever race was at Bercy and he won it.

"Bercy is actually the first place where Supercross came to Europe and for me it has always been a place you can watch the best guys. I remember that first edition of Bercy in 1984 and I thought WOW; I was just a 12 year old kid and watching on television. I was thinking what are they doing. I mean those guys raced between themselves, the Europeans didn't have a chance. For me it's a very special place because you can feel it, Supercross in Europe was born here.

"When I watched Bercy I thought this is not possible, we cannot have the American's humiliate us like this, and we have to do something. When I grew up I said now we have to do something to beat these guys. I started to practice Supercross and it was always my dream to race against those guys.

"1991 wasn't really a highlight for me; it was my last race, last night of Bercy, last race of my Supercross career. I wanted to win so badly, because it would be my last race. I tried to do something, but I knew it would be hard to win. Jeff wanted to win, but he knew it was my last race. I told him at the end of the race I got lucky, I mean he was leading going into the last corner and he slipped a little and I passed him on the finish line. I said thank you to him. I won on the Friday and then got third on the Saturday and I won on the Sunday. My best memory was with Bradshaw and Stanton in 1990, we really had some good racing that year.

DAVID VUILLEMIN – FOUR TIMES BERCY WINNER

In many people eyes the true "King of Bercy". Without question the best French rider to never win a World or AMA title. Vuillemin in his prime was capable of beating names like Jeremy McGrath, Ricky Carmichael and Chad Reed. That is something to boast about.

"December 1985 was the first time I visited Bercy, I was eight years old, I came in the bus with the motorcycle club and then I came every year until I raced. I was 15 or 16 in 1993 and as a French rider it's the biggest race ever. It's like Anaheim for the American people.

"I think it's because of Bercy we race Supercross, or I think because of J.M. Bayle we want to go to America. I think Bercy was a big meeting of Euro's and American's. Ricky Johnson and Jeff Ward, we grew up watching those guys, we looked at the American riders more than looking at the top Belgians or British riders or Dutchmen.

"2001 was my highlight as a racer. I won every race and beat Jeremy McGrath here a lot of times. As a fan it was I think 1990 when J.M.Bayle and Damon Bradshaw crashed together, that was a highlight as a kid, or when Yves Demaria and McGrath crashed together in the 125cc race.

World MX1 Champion Antonio Cairoli of the Red Bull KTM Factory team looked confident once he came to grips with the tough Bercy track. Cairoli impressed with a near podium on Sunday night and remains true to his word that he will race some AMA Supercross rounds in 2011

adium remains a thing of beauty, with it's lazer light show and huge nosphere is without question better than in any stadium in the World

is always tight. This year saw many riders injured as the racing was ck passes and wild riding was evident as riders dropped out of the event throughout the Friday, Saturday and Sunday shows

Monster Energy Pro-Circuit Kawasaki rider Max Anstie ended his weekend early with a knee injury. The British rider showed good speed, but couldn't come to terms with the soft dirt and never really did show his true potential. The British rider had ridden Bercy in the past as a young boy

BIENVENUE À BERCY - THE SHORT CUT TO AMA SUPERCROSS

JACKY VIMOND – 1986 WORLD 250CC CHAMPION

The first ever Frenchman to win a World Motocross Championship. He was one of the first cool Frenchies with his pink JT riding gear. His career ended when he crashed to the ground at a celebration for his World title. His injuries ended his career. He now trains riders and has worked with just about every good French rider of the last 15 years.

"The first Bercy was in 1984, it was also my first Bercy and my first ever Supercross. Of course Bercy was about the show, normally you raced, but Bercy was so different. We were meant to race these big double jumps and the music was so loud, light shows and the public was so close to the action, it was really exciting. I lead the final in 1984 for four laps and that was a record for a Frenchman until 1989 when Yves Demaria led for 10 laps.

"At that time I meet the American riders and it was the first time I tried to get to know them and also get to America for training. Back then Supercross was very new to me, and I never thought I could go to America, but I thought it would be a good idea to go to America to train in January and February.

"I started talking with Broc Glover and I got to know them. Broc said come over and ride in America with us. I thought that is a good idea. I started going there and then J.M. Bayle went there and he went for his career. Around 1985 or 1986 the French Supercross Championship started and he was of course straight away very good. It was easy for him to go to America.

"I never did the French Supercross because I was concentrated on winning the World Motocross Championship. In 1984 and 1985 I was twice second in the World and I wanted so bad to win the title in 1986. The second Bercy I was training hard for the Motocross and I broke my collarbone and I was afraid to get hurt in Supercross again. Once I broke my collarbone I never did Supercross again. I retired in 1986 because of my injury at a presentation for my World title."

PASCAL HAUDIQUERT – LEADING FRENCH JOURNALIST

Is the most respected French journalist in the sport, covering the FIM World Motocross Championships for three decades. He is also the press agent for Bercy and has only missed two of the 25 Bercy's run.

"There are two important things in the history of French Motocross, one is Bercy and the other is the French Supercross Championship. Bercy showed the French kids what Supercross is all about. If there was no Bercy maybe it would be different now in America. You have to understand the French press magazines like Moto revue and Motoverte always gave American Supecross a lot of publicity. Even before Bercy people knew who Jeff Ward was and who Bob Hannah was. For the people to have these amazing riders in Bercy, it was unbelievable, because remember 25 years ago there was no internet, there was no www.mxlarge.com <http://www.mxlarge.com> , so you have fax or television, the American racers were from another World for Europe.

"Then for Bercy to bring the riders it was a big deal for the French riders. I did some stories back then and the French riders thought maybe the American riders had special bikes, with two gears and not normal bikes, maybe special suspension. When the French riders saw that the bikes were normal they thought, maybe we can beat the Americans. The French Supercross series was then started and then with the French Supercross series and Bercy that was the start of the French revolution to America.

"Jean Michel Bayle was of course the first and then many followed. Bercy has changed with the big money riders ask and the rider schedules have changed, but it is still unique in Europe and I think without Bercy the French riders wouldn't have been so successful in Motocross and Supercross."

"It is difficult (the current economical climate), we saw James Stewart last year, that was amazing. The problem is sponsors, event sponsors, but it's not just about money. The top American based riders have such a big program now; it's difficult to get guys to come. The riders are contracted to US teams and they are not interested in Bercy, it's another time and another world since 1984. I think the promoter does a great job to bring the riders he does." «

OUTBACK MOTOCROSS
BY ALEX GOBERT

Welcome to my column in Motocross Illustrated, set to give you guys an Australian perspective on the world of motocross from the very beginning in this all-new online adventure.

First things first, you should probably get to know a little bit about me, giving you guys the rundown on how I've ended up here and what you can expect in the issues to come.

Growing up in a racing family in Sydney on the eastern seaboard of Australia, I've always been involved in motorcycles. You see, I'm the youngest of three brothers, and when you have an entire family that lives and breathes two-wheels, the chances were high that I'd get hooked too.

It all started in Motocross for my family, both my brothers involved when I was born and then I was on a bike not too long afterwards. Anthony, my eldest brother, was Australian Supercross Champion in 1992 when I was nine, so my involvement on a national scale stems as far back as over 15 years ago.

Back then I was just a young kid who was a huge fan of the sport, and I can tell you, being the youngest brother of a national Supercross champion was a pretty cool thing as I got to know all of the top guys in the sport – even the internationals who would come over in guest appearances.

By the time Anthony was 17 he had decided to switch to Superbike racing, and both middle brother Aaron and I followed him directly onto the black-top to engage in professional road racing careers.

I progressed to Honda Australia's factory Superbike team at 16, and two years later in 2002 I switched to the AMA Supersport series in the United States as part of Erion Honda's factory-support program.

Luckily enough, both Anthony and Aaron were also in the States, and again – even though I was racing pro myself – it was an awesome opportunity to make friends with not only the Superbike guys, but some of the top AMA Supercross and Motocross guys in the world.

In 2006 I decided it was time to move on in my career despite finishing fourth in the AMA Supersport and Formula Xtreme series – I needed a change and a fresh start back in Australia.

It was then and there that I opted to chase a career in the m knocking on the door of Australian magazines in order to learn and hopefully begin testing bikes amongst other things.

Before I knew it I had forged a career in writing, and possibly all was the fact that I've been able to reunite with old friends a the Aussie Motocross industry.

You could say the sport is at an all-time high in Australia right Australasian Supercross Championship, attracts worldwide atte Nationals, Australian Motocross Championship, is also super co

Even though I myself am stronger on the road as a rider, dee the sport is in the dirt, and not only do I follow it as a journalist, b I'm a fan of what these guys do every race weekend.

Last year saw me launch my very own website at MotoOnline entertainment site similar to the likes of MXlarge, and that's bee endeavour for me.

I'm going to more races, interviewing more pros and testing m before, and I wouldn't change it for anything in the world – it's

So from here, I'll be sure to bring you the lowdown on Aussie Marmont, Matt Moss and co. as well as internationals who are i Scotsman Billy Mackenzie.

It's going to be a heck of a ride! «

OUTBACK MOTOCROSS

nedia,
the ropes

the coolest part about it
nd also make new ones in

now as the Super X,
ntion, and the MX
mpetitive.
p down my true love for
out also simply because

e.com.au, a news and
en a whole new exciting

more bikes than ever
definitely the dream job.
contenders such as Jay
n Australia full time like

By Alex Gobert

"Some of the best motocross GP photography I've ever seen" **RacerX**

MX1 FIM MOTOCROSS WORLD CHAMPIONSHIP

MOTOCROSS GP *Album* 2010

THE ANNUAL PHOTO REVIEW OF THE FIM MOTOCROSS WORLD CHAMPIONSHIP

STELLAR EDITIONS PRESENTS

A BOOK BY STANLEY LEROUX "MOTOCROSS GP ALBUM 2010" PREFACE BY JOSHUA COPPINS WITH THE PARTICIPATION OF:

MARVIN MUSQUIN ANTONIO CAIROLI STEFF LAIER JORDI TIXIER JOSHUA COPPINS JEFFREY HERLINGS XAVIER BOOG LIVIA LANCELOT KEN ROCZEN CLÉMENT DESALLE STEVEN FROSSARD DAVID PHILIPPAERTS LARISSA PAPENMEIER ZACH OSBORNE MAX NAGL KIARA FONTANESI JOEL ROELANTS STEVE RAMON MARIA FRANKE TANEL LEOK ARNAUD TONUS SHAUN SIMPSON KEN DE DYCKER JEREMY VAN HOREBEEK DAVIDE GUARNIERI ELIEN DE WINTER GAUTIER PAULIN EVGENY BOBRYSHEV FRANCESCA NOCERA HARRI KULLAS RUI GONÇALVES SHIRLEY VERKADE CHRISTOPHE CHARLIER SÉBASTIEN POURCEL JUSTINE CHARROUX MATISS KARRO ANTHONY BOISSIÈRE VALENTIN TEILLET MICHAEL LEIB MEL POCOCK CÉDRIC SOUBEYRAS ANNABELLE SIMONET LOÏC LARRIEU PETAR PETROV & BEN TOWNLEY

WWW.MOTOCROSSGPALBUM.COM IN PARTNERSHIP WITH:

FIM · KTM · MX Honda Racing · 3UD Racing · ORTEMA · SHOEI · oblok · Snatch · Kawasaki Racing Team · GARIBOLDI Racing · DIGA Racing · Fancy · MOTOCLUB DARDON GUEUGNON · FFM

THE ANNUAL BOOK OF THE MOTOCROSS WORLD CHAMPIONSHIP

SHIPPING NOW!

THE **MX** BOOKSTORE

Get the perfect Christmas gift for every MX fan!

NEW!

39,90€

+1 FREE DOUBLE-SIDE POSTER (while stock lasts)

Motocross GP Album 2010, the comprehensive hardcover 256 page book about the Motocross Grand Prix season, packed with pictures, interviews, riders' comments and exclusive contents. Texts in English, hardcover with laminated dust jacket, size 22x28cm.

This work illustrates a colorful season and gives a voice to the main entertainers of the 2010 Motocross World Championships.

Grands Prix

MX2

MX1

WMX

Discovery

United States Grand Prix
GLEN HELEN

Junior World Championships
GUEUGNON

European Championship
EMX125

ALSO AVAILABLE...

Motocross GP Album 2009
39,90€

Marvin Musquin Official Book
Limited to 150 copies
29,90€

Marvin Musquin Official Book
Collector's Edition
Limited to 100 copies - signed and numbered
49,90€

Only on www.motocross**gp**album.com

Business As

2011 is going to be a very interesting year for the sport. Of course I am again very proud to be involved with the return of the British Grand Prix. This event is so important for motocross in Great Britain and as many of you may know I was involved in the MXON and GP at Matterley and the GP at Matchams Park. The knowledge gained from this, combined with what I have learned and with the help from Youthstream the ACU and Matterley Events I am sure this event will be a really well run and enjoyable event for everyone.

Peveril Bruce who is the landowner will take care of the non-racing side like the council, working with the Police and on site traffic and camping management. In the last four years Peveril, combined with Matterley Events have worked a lot with the music events on his land and is thrilled to have World-class motocross racing back at Matterley, after four years he now has approved government planning for the track. Motocross fans need these type of people on side and I really hope we can pay Peveril back with a well-behaved and enthusiastic crowd.

With the return of Tommy Searle and Max Anstie to the FIM World Motocross Championship and Shaun Simpson moving up to the MX1 class it really adds some interest for the British public. Billy Mackenzie has also mentioned that he really wants to come back to the race and who can forget Billy's performances at home especially leading the Nations at Matterley in 2006. Along with British GP regulars for 2011 Jason Dougan in MX1 and Jake Nicholls in MX2 we are in for a bumper treat. Talents like Mel Pocock, Brad Anderson, Stephen Sword, Tom Church and Scott Elderfield will all be hoping for a spot in their home GP.

I started riding at the age of 13 and have been involved in bikes for the last 33 years. Most people who know me will know I am passionate about the sport and this passion has helped to achieve great goals within the sport. Having started riding bikes across the fields in Winchester then onto racing for the Winchester ACU club and then the Eastleigh AMCA club I started as mechanic to Jeremy Whatley in 1990 after quitting my welding and engineering job at British Rail. My boss was Roger Harvey! Four years later I was holding the trophy as mechanic to Paul Malin after the British team won the Nations under Dave Thorpe and Paul went 1-1 in the 125 class. I then moved onto working as a mechanic and coordinating the team and then eventually owning the team as manufacturer support withdrew and the need for outside sponsors became more necessary.

This year I am really hoping to push for the World Championship, it is the only thing left to achieve! I have had many wins with different riders and with Paul Malin we finished 2nd in the World but not overall first at the end of the season.

My team line up for MX2 will be Zach Osborne and Arnaud Tonus, for MX1 it will be Jason Dougan and for the EMX2 it will be Ed Allingham. A nice blend of British, European and American to cover all angles.

Going back to the 2011 GP at Matterley, some say I'm mad but my father knew how much work we all did in 2006, my father used to drive a bulldozer in his early years and I remember sitting in with him when I was only a kid, so he was in his element at 65 driving a dozer at the track. Unfortunately in 2009 my father seemed healthy and just about to enjoy retirement in France at the age of 69, He came over from France to visit and he said he did not feel well. He had some tests and went back to France and then came back over to get some more tests. My father was going to stay a while and come with me to the British championships at Foxhills.

Well within three weeks of my Father getting diagnosed with Liver cancer he went from the strong guy I knew to a shadow of himself and a few days before Foxhills he passed away, It was that quick from knowing nothing. Fortunately he was in the hospital at Winchester and all the family spent time with him. We talked about the Nations and all that went against us and he said to me that one day I would get the opportunity to go to Matterley again and have the success that I deserved. So this is the reason I am driven to make it succeed because I was never expecting it to come back to Matterley or myself.

I feel with the permanent planning permission now granted we can get the job done well in advance. When we had to operate under the 14-day planning rule it was a nightmare but now the track is there it will be a lot easier.

A lot has changed in the last four years and Youthstream have a lot more staff and this helps a lot with the planning, Johnny Hamilton has already prepped some of the track and it will not take a lot to have it pristine again. Right now there are sheep in the fields so it shows that the land can be very versatile which is good for farmers.

The public will enter from a different area and also the camping will be in a different area, the whole area flows so much better since some old tracks and entries have been upgraded over the last few years.

With no GP in 2010 and the three previous GP's in the UK at road race venues it was time to get back to traditional types of tracks, when I found the land at Matterley the track was created with the spectators in mind with its fantastic viewing, traditional off cambered corners and awesome jumps. I truly hope we can get a good crowd and get the stability back in the British GP.

With the ACU Maxxis British Championship growing in the past couple of years, plus the Red Bull Pro Nationals and Masters also offering something different for the British riders, we are finding that the riders are really being well catered for in Great Britain. Also if you look overseas British riders are having success with Billy (Mackenzie) and Brad (Anderson) having had some good results in Australia.

The one thing missing in 2010 was the British GP!

Its time we started to put the GREAT back into British motocross and hopefully see the spirit of the British riders dominate again and the fans enjoy World championship racing at Matterley, Winchester… see you there.

Steve Dixon «

sual

By Steve Dixon

IT'S BACK.
THE BRITISH MOTOCROSS GRAND PRIX IS BACK AT MATTERLEY BASIN, WINCHESTER ON 20/21 AUGUST FOR THE THIRTEENTH ROUND OF THE FIM WORLD MOTOCROSS CHAMPIONSHIP. BE PART OF THE ACTION AND SEE THE FASTEST RACERS IN THE WORLD DO BATTLE AT THIS SPECTACULAR CIRCUIT.
TICKETS ON SALE JANUARY.
MX1 FIM MOTOCROSS WORLD CHAMPIONSHIP
YouthStream DREAMS FACTORY
SD EVENTS
ACU BIKESPORT GB
VisitWinchester.co.uk

BRITISHMXGP
MOTOCROSS GRAND PRIX OF GREAT BRITAIN
DATE: 20/21 AUGUST 2011
VENUE: MATTERLEY BASIN, WINCHESTER
WEBSITE: WWW.BRITMXGRANDPRIX.COM
Design and photograph: Grotesk.co.uk
BRITMXGRANDPRIX.COM

GALLERY #01.8

MONSTER GIRL

There is nothing more beautiful than a lovely lady. Monster Energy have really come good with the promise to improve the look of Motocross. I can't wait for the 2011 season to get underway and see what the Energy Drink company have in store for us

PHOTO: RAY ARCHER

GALLERY #01.9

CANARD WINS

When Trey Canard crossed the finish line to win the 2010 Lucas Oil Lites Championship he did so by beating a rider many consider the best rider in the World, that being Frenchman Christophe Pourcel. For Canard it was the end of what turned out to be a season of success. Victory at the Pala circuit in California showed that he might just be a contender in the 2011 AMA Supercross and Motocross Championships

PHOTO: STEVE COX

GEICO
Powersports
LUCAS OIL
ARC

FIM MOTOCROSS WORLD CHAMPIONSHIP

MX1®

FIM MOTOCROSS
WORLD CHAMPIONSHIP

motocr

4,6 million
unique
visitors
for the
2010
season

rossMX1.com/TV

will leave you breathless

LIVE & VOD web streaming for all motocross fans around the world!

Youth Stream TELEVISION

Faces

Our designer, Ian Roxburgh, is also a photographer and recently did a study of some of the people involved with the UK based MX series Red Bull Pro Nationals at their last round at Wakes Colne.

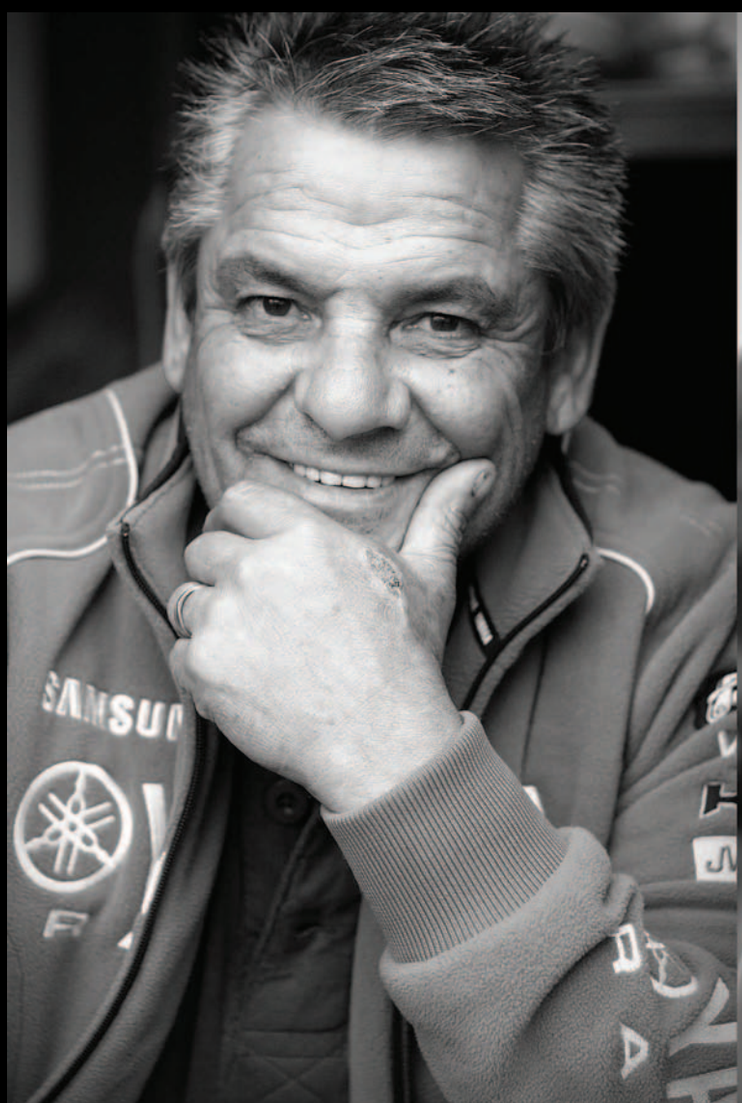
"I wanted to capture the faces of the riders just as they came off the track as well as some of the team managers, friends, mechanics, spectators and staff as they all went about their business on a normal day of racing."

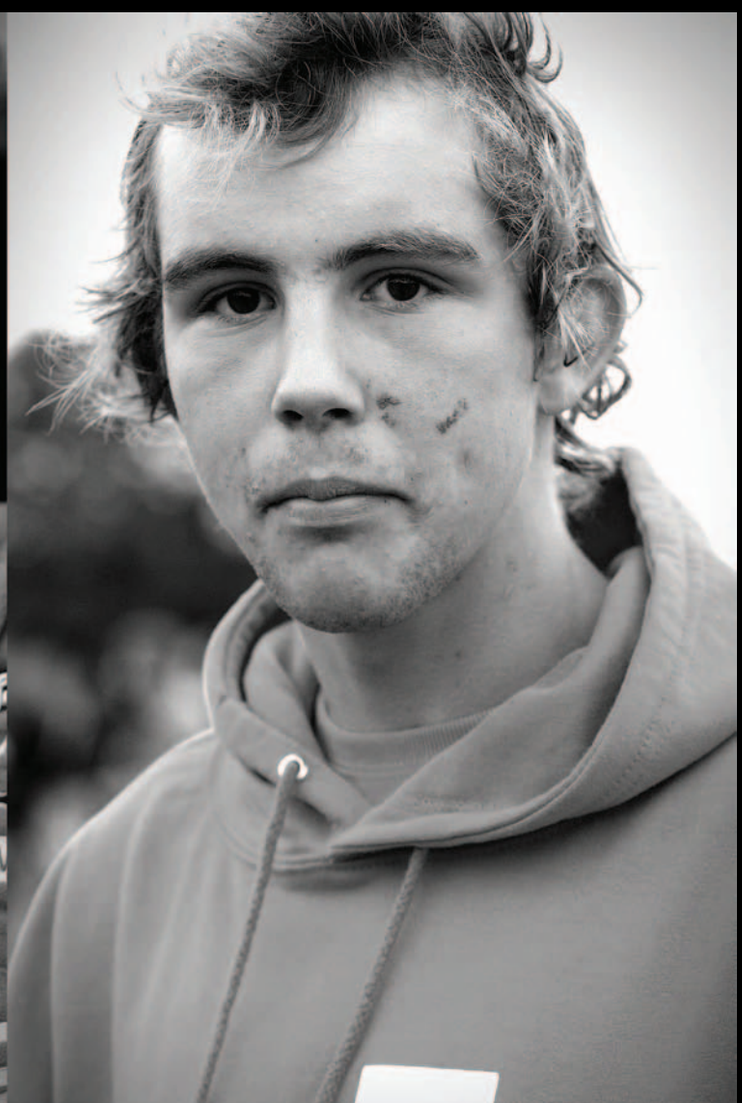
This was not just any weekend as it was the final round and there were 10 championships up for grabs that day, which meant there was some great competitive racing as well as a lot of nerves and tensions between rivals and friends alike.

You can check out the rest of the 'Faces' from that weekend on the Red Bull Pro Nationals website where Ian's photos from the whole season are available to view.

Check out: www.redbullpronationals.com «

Troy Lee Designs

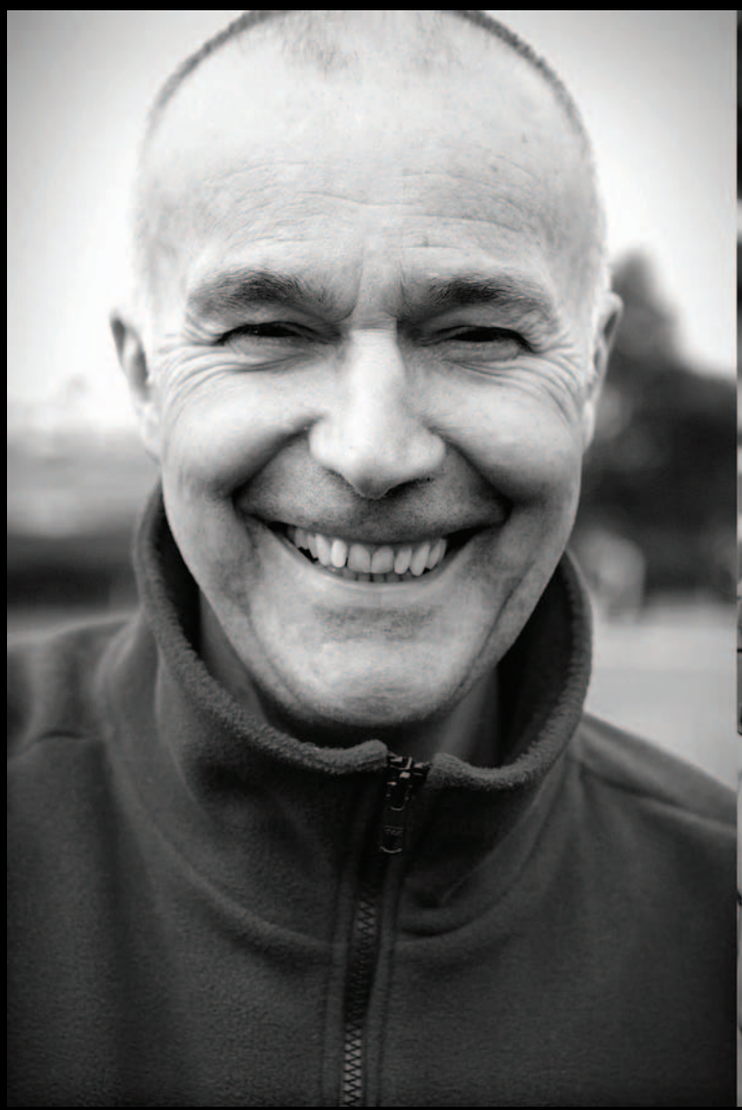




Faces

WILD WOLF
ENERGY SHOT

faces



moto

The Source in Australian Motor

Featuring the latest in in-depth road and off-road motorcycle testing, product

online.com.au

rcycle News and Entertainment

reviews, news, bike releases, films, images, interviews, riding tips and more.

Future Arisen from Traditions

Adrenalin Arena

No matter where, there is passion and ideas that unite people. Unite them to create something so amazing and so impressive, that it's hard to believe it can be done. It takes courage and skill to make those ideas become true. Adrenalin Arena is one of them and it already can be taken as successful, for itself, as well as great people involved in it.

Under the hood of any project there is the root, there is a reason why people want to create it, and Adrenalin Arena is no exception. First and the most obvious reason to create such a large scale indoor motocross and supercross facility is for the long winters and lack of training options during that time. This arena is opened year-round for practices and races for riders not only from Estonia, but also from Skandinavian countries, Baltics and as matter of fact from anywhere. Adrenalin Arena is set in Sõmerpalu, since it's the heart and soul of Estonias motocross, as well as home for the greatest motocross dynasty - the Leok family. The spirit and ambiance around the Sõmerpalu is sport oriented - the most spectacular and noted motocross races of Estonia have been organized by everlasting Sõmerpalu Motoclub for 40 years. The club has brought countless GP riders to race at their legendary track. For instance the name of four times world champion Antonio Cairoli is decorating the travelling trophy of Väino, Leok already twice. It just feels right that the arena is placed there. The Adrenalin Arena project is huge and it must be said that it wouldn't be done without the support of European Union structure funds, who backed 50 million EEK out of 60 million needed to build it.

The opening season is for settling in and mostly learning, but the ambition doesn't end there, though. While others might think that they've achieved their goal, Adrenalin Arena crew is looking to expand and develop their complex to be able to host many different extreme and motosports events on national as well as world level and to provide an entertaining and fun environment for everyone. Soon they will start their own indoor winter series Adrenalin Arena Cup, which will be an important take off for something truly great.

I've been lucky enough, to get an inside view of this amazing place and to meet the fascinating people running it. I've seen how they make all those incredible things possible, and the key word is: dedication. While riders dedicate all their life to their sport, it takes exactly the same amount of time and effort, even if not more, to organize events on such a scale. When I contacted the most amazing manager you can find, Liisa Salupere, regarding the Grand Opening event, I asked how she can made it all work out, and she just said: "We work until the job is done!". And that is what any Adrenalin Arena visitor will feel - it was made for the racers and it's working with them to achieve more and more, that alone is a reason to visit this facility.

Since the Arena has just been opened, I'll take you on a short tou
Adrenalin Arena might be one of the best days any motocross rider
of all, it's situated in a very easily accessible area, no problems findi
car and the trailer. The facility itself looks amazing, and when you th
get any better, they will. First of all, you'll need to register yourself ar
this might sound not so unusual and not an interesting process, trust
as it can get! You meet the project manager of the Adrenalin Aren
who will not only help you filling those documents, but will show you
and explain all the necessary things. That alone is something worth
get your bike and gear inside, everything will be prepared for you: r
gym, timing room and of course the track. Once you get into your g
up in the gym, you'll be able to do the last adjustments as well as m
bike in heated pits. If it's a busy day, you will be guaranteed a minir
sessions and they will be posted in the pits. Let me give you a little t
piece of paper so you need to see Liisa again! When you hit the tra
questions: the track is nicely maintained, it has a variety of lines. Sta
courage-challenging triple sections, to a breathtaking over hill jump
wave section and flat turns. On Adrenalin Arena's track you'll be ab
technique motocross or supercross rider can in a warm and safe en
your exciting riding day is over, the affable and amazingly appealin
the way to the dressing room, sauna and shower. I suggest you wal
the moment. If you want to ride in the arena for multiple days in a r
be stored in secured pits along with your racing gear. There are mu
staying overnight, from guest houses to hotels as well as camping ri
Adrenalin Arena, they can provide you with electricity and filling up
There is no detail that hasn't been thought through, it's a fantastic e
arena is mainly meant for motocross and supercross, you can take
from sidecars) to the track, that includes quads and any cc bikes.

There are some ideas that get written into the history books. I'm
Arena will be one of them. Since it brings the opportunity to pract
year long. It will take motocross as a sport to a new level for riders
arena made this all possible, we can be sure that all their other id
reality, and soon we will see some more. In conclusion, I can say t
place like Adrenalin Arena, where you will be so welcomed by a v
There is no other place where you can race at such an interesting
that holds a racing and nurturing spirit to make you want to beco
Adrenalin Arena might be Europe's largest indoor motocross arena
the "largest" in the world! «

r. The day in
can hope for. First
ng it or parking the
hink that things can't
nd the bike. While
me it's as interesting
a, Liisa Salupere,
around the Arena
visiting for. While you
oits, dressing room,
gear and warmed-
haintenance of your
mum of six riding
ip, try to lose that
ack, you'll have no
rting from the
as well as a tricky
ole to practice every
vironment. When
ng Liisa will show you
k slowly, and enjoy
ow, your bike can
ltiple choices for
ght in front of
the water tanks.
xperience. While the
any vehicle (apart

sure that Adrenalin
ice and race all
. If the crew of the
eas will become
hat there is no other
wonderful manager.
track all year round
me the best. Yes,
a, but in a way it's

ROCKSTAR
ENERGY DRINK

PICK ONE

INFORMATION 2011

The Trooper 2.0

Welcome to the next level of high-performance motocross helmets. The Trooper 2.0 incorporates state of the art technology for superior strength, protection and comfort. Its Kevlar-reinforced fiberglass construction has a light weight feel so you won't feel bogged down. Expanded ventilation chambers allow for mass amounts of air to flow through, making it the coolest helmet available. The EPS inner-shell is fitted with a premium removable moisture-wicking Savoire suede liner system ensuring the perfect fit. This helmet will stay focused on you, so you can stay focused on attacking the track.
Available through your local dealer or call : +44 (0) 1404 549 696

trooper II

INFORMATION 2011

oneindustrieseurope.com